Signalmen march, page 6

The SIGNALMAN'S Journal

JUNE 1981

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AFL-CIO SUPPORTS RAIL LABOR SAVE AMERICA'S TRAINS
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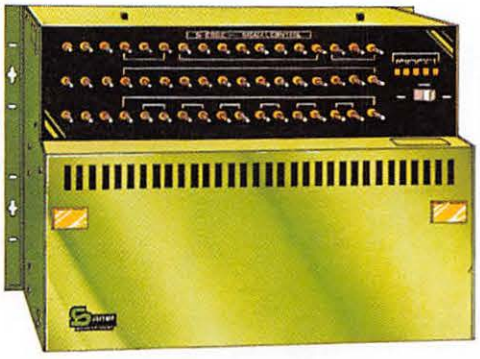

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Cover: Top—Signalmen from Rochester Lodge 93 were among an estimated 500 Brotherhood members in the Washington march and rally on Wednesday April 29, 1981. **Below**—Leading the railroad workers rally march are Fred Hardin (center with UTU cap and dark suit), president, United Transportation Union, and Lane Kirkland, (Hardin's left in brown suit, red cap) president, AFL-CIO.

Sun powers BN signals

Editor's Note: Our thanks for permission to reprint this article from *Burlington Northern News.*

"Of course, we don't have much history to draw upon, but so far these things have worked out just fine."

Don Adkison pulled the green van up along the side of the Burlington Northern line near Smithboro, Ill. Just ahead, standing at the end of a bare, windswept Illinois soybean field, was a large solar panel — and one of the few solar-powered signals now operating on the BN system.

There are four solar-powered signals operating in BN's Chicago Region. Several more are planned on the system and plans for expanded use of the signals await performance reports on the handful operating today.

Thus far, however, the dependability of the signals has been excellent.

"We put our first solar signal in last October," Adkison, signal supervisor for the Hannibal Division, said. "And so far, the results have been excellent. We've no problem with them."

The signals are powered by solar panels that are mounted between two telephone poles near the signal standard. The panels collect the sun's energy and charge six batteries encased near the base of the signal.

Even on cold, gray days the batteries often are charged to capacity.

But why try something as untried as solar power?

Adkison points to several reasons, including eliminating the need for power lines along the right-of-way; relative ease of installation and energy conservation for the company.

After all, the sun doesn't mail out utility bills each month.

Adkison said his crews can install a solar panel and connect it to a signal in about two days. The signal supervisor faced several obstacles in the construction of the first solar-powered signal, including the fact that no one had designed a trackside solar-panel frame.

So Adkison designed one himself.

"It works fine," he said. "We also decided to put a metal plate beneath the signal to keep someone from trying to fire a rifle into it."

Adkison is enthusiastic about the future of solar energy on the railroad.

"Well, with 100 percent performance so far, the solar signals are doing fine," he said. "They've shown they're dependable."

If that sort of performance record is maintained, the sun may play an ever-increasing role in the movement of trains on the BN system.

Installation of solar power supply for signals on the Burlington Northern is at Smithboro, IL. Brother Gary D. Shrum of Aurora-Galesburg Lodge 103 is shown in this picture at work on one of the solar power installations.

(Please turn to page 50)

Bates' Commentary

In view of the current labor crisis in the railroad industry, which includes both the possible discontinuance of a large part of the Amtrak operation, the possible breakup of the entire ConRail system, and the dire financial condition of the Railroad Retirement System, it appears it would be well to again publish our policies with regard to work stoppages.

We must remember that during strikes many times our members are often threatened with disciplinary action by railroad officials when they refuse to cross picket lines. We quote below the last two paragraphs of National Railroad Adjustment Board Award No. 19601:

"We cannot agree with Carrier's actions. It is undisputed that the claimants did not take part in the picket line. Nor did they know whether the strike was legal or illegal. And even if they did know, it is highly unlikely that they could distinguish the two adequately so that they could guide their actions accordingly. It is immaterial that in retrospect it developed that the strike was illegal and there was no violence at the picket line. Hindsight is not enough. It is the subjective belief of claimants on the morning of February 11, 1970 that is the determining factor as to whether or not they were justified in refusing to cross the picket lines.

"From the investigations it was shown that on the morning of February 11, 1970, claimants' fear was well founded. From all the circumstances surrounding the picket lines, we feel that claimants were justified in not crossing them and when Carrier subsequently disciplined claimants for this action it acted arbitrarily and unreasonably. The discipline imposed cannot be allowed to stand."

We are certain that our members will not be intimidated by management if action is taken to bring the Reagan Administration's attention to the necessity for railroads in the operation of our country. It is indeed a serious matter when we must consider this as the only action which is truly available to us in this situation.

We will reprint the BofRS policy about working during any railroad strike below for your information and guidance, should such desperate action be necessary.

On August 23, 1978, the Grand Executive Council of the Brotherhood of Railroad Signalmen adopted the following policy:

"It is the policy of the Brotherhood of Railroad Signalmen to support its members in declining to work when another railway labor organization is on strike. When a strike exists, a member should decline to work until pickets have been removed, and the strike is over.

"It is the further policy of the Brotherhood of Railroad Signalmen that the right to decline to work during a strike of another railroad labor organization is a part of the rights of railroad employes guaranteed by the Constitution of the United States and the Railway Labor act. The Brotherhood of Railroad Signalmen will support its members in the free exercise of these rights."

Section 81 of Article I of our Constitution provides: "Whenever a strike has been duly and properly authorized by the Brotherhood of Railroad Signalmen, all members involved shall fulfill the obligations in the strike orders and shall not aid or abet those against whom such strike order is issued."

Tom Bates

PREPARATION

Preparing signs for the rally are V. M. "Butch" Speakman, Jr. (left) stapling sign to stick; and John W. Hogan, who is applying BofRS decals to the signs. Speakman is grand lodge representative and Hogan is Long Island general chairman.

ASSEMBLY

Signalmen from ConRail's shop at Columbus, OH were in the rally. They were in the assembly area in time to get their signs for the march to the west steps of the Capitol. Brothers Marvin O. Darling (left) and Tom W. Veith are members of Local Lodge 38.

Over 20,000 railroad workers gathered in Washington, DC on Wednesday April 29, 1981 for a march and rally to voice their support for more funding for Amtrak, ConRail and the Railroad Retirement System. In addition, in some 25 cities demonstrations, press conferences and rallies of rail workers were held during the same day.

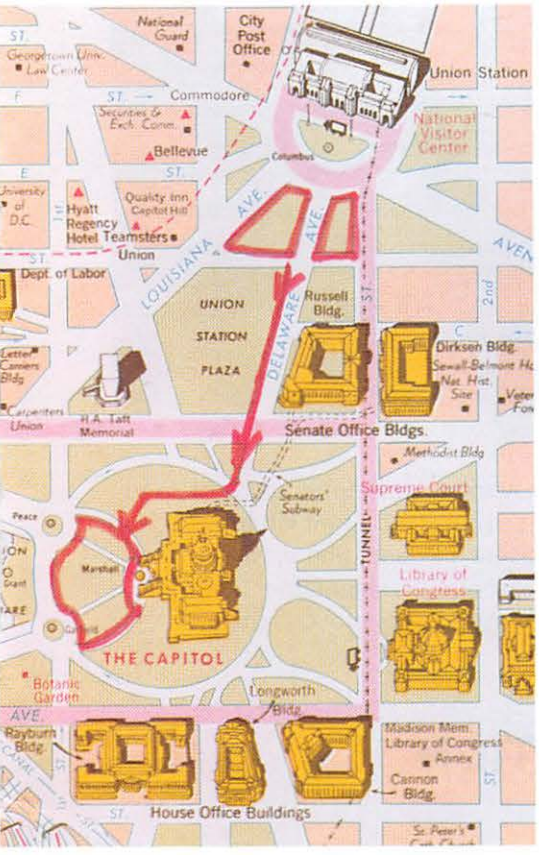
Estimates are that over 500 signalmen were at the rally in Washington and no doubt this number will come to over 1,000 if all those who participated in the nationwide rallies are included.

Some 200 signs were made up for signalmen in the Washington rally. Signs were stapled onto sticks in the Brotherhood's Washington office in the Railway Labor Building at 400 First Street, N.W., near the Union Station assembly area. By about 9:30 am on Wednesday, signalmen began assembling in a park opposite Union Station. Various BofRS marshalls helped coordinate signalmen's activities, distributed signs and attempted as did others try to keep signalmen in a group. This actually became impossible when the 20,000 plus began the march to the west front of the Capitol. However, reports by Capitol police were that this was one of the most orderly demonstrations seen in quite some time.

Brotherhood marshalls worked with V. M. Speakman, Jr., grand lodge representative, who was deputy chief marshall, under J. F. Otero, international vice president, Brotherhood of Railway & Airline Clerks, who was coordinating the march and rally for the Railway Labor Executives' Association. Other signalmen marshalls included: V. Van Artsdalen, grand lodge representative; W. Dan Pickett, grand lodge representative; W. W. Lauer, director of research; V. Joseph Sartini, general chairman, Norfolk & Western; George G. Gross, general chairman, Seaboard Coast Line; Charles R. Vaught, general chairman, Southern; Willis Abner, executive assistant general chairman, Amtrak-ConRail; William A. Radziewicz, assistant general chairman, Amtrak-ConRail; and Richard J. Szprygada, assistant general chairman, Amtrak-ConRail.

A little after 11 am, the march began, moving down Delaware Avenue to the Senate side of the Capitol, where marchers moved to the west front of the Capitol and assembled in front of the steps on the Mall. While waiting for everyone to assemble, Joe Glazer, folk singer of railroad songs entertained the rallying railroad workers with "I've been working on the railroad" and a variation about the plight of

MARCH



Up front was R. Thomas Bates, BofRS president on the Wednesday April 29 rally and march to the Capitol to tell Congress that more funds than Reagan wants should be provided for Amtrak, ConRail and the Railroad Retirement System.

RALLY

Support for the railroad workers march and rally was given by Lane Kirkland (at microphone) AFL-CIO president. At his left is Tom Bates, signalmen's union president.

ConRail and Amtrak workers if the trains do not run as a result of Reagan Administration budget cuts.

The call to present railroaders views to Congress was strongly presented by Fred J. Kroll, chairman, Railway Labor Executives' Association and president Brotherhood of Railway & Airline Clerks. An abstract of his speech follows:

The history of railroad workers in this country is one of struggles, sacrifices and triumphs against tremendous odds. Railroad workers have a long tradition of leadership in American labor history, at the bargaining table, in the legislatures, and when necessary, on the picket line.

In 1877, railroad workers were among the first to stage strikes and demonstrations, just like this one, to protest wage cuts, poor working conditions, unemployment, and the lack of respect and dignity from railroad employers. They were battered down, shot at and in some cases killed by federal troops and company goons. But their example inspired other unions to greater activism which brought about progress for the working people.

In the 20th century railroad workers continued in the vanguard of the American labor movement.

In 1916, it was due to the pressure of railroad workers that prompted Congress to pass the nation's first law guaranteeing an 8-hour work day, a standard other workers would not achieve until well into the 1930's.

Railroad workers led the way in the pension field as well, achieving the establishment of railroad retirement in 1935, again setting a standard that other workers would achieve later with the development of social security.

Strategy session is held in Washington office of John E. Hansen, BofRS vice president. From left are R. Thomas Bates, president, Hansen, and V. M. Speakman, Jr., grand lodge representative. John W. Hogan (back to camera) is LI general chairman.

PREPARATION

Most everyone helped in making up signs. LI General Chairman Hogan (left) staples while BofRS President Bates holds sign on stick.

About 200 signs were made up for signalmen to carry in the march to the Capitol. John Hansen (left) staples sign to sticks given to him by Butch Speakman.

Holding sign on stick for stapling is W. Dan Pickett (left) grand lodge representative, while Butch Speakman tacks it down with stapler.

Ready for carrying in the rally are about 200 BofRS signs.

Throughout the years, railroad workers have shown the way in other areas.We led the fight to outlaw company unions. We led the fight to develop health & welfare coverage for rail workers. We led the fight to achieve employe protection for our people.

We have fought long and hard for what we have. And we will fight just as long and just as hard to preserve our rights, our working conditions, and our jobs.

Today, we gather to emphasize our opposition to the budget cuts affecting ConRail, Amtrak and railroad retirement. But our opposition is certainly not limited to these cuts. We stand shoulder to shoulder with the mine workers, farmers, construction workers, industrial workers, auto workers, maritime workers, to the children of working people seeking higher education, and to the minorities who are striving to be a part of the American dream.

Today's battle is not just one of a balanced budget and budget cuts, it is one of a conservative ideology being forced upon the American people, which, if successful, will create two classes in America, the poor and the very rich, the have nots and the elitists.

Today, we in rail labor, are being confronted with the most anti-labor, anti-railroad worker legislation in the history of our country. This is legislation that Secretary of Transportation, Drew Lewis, is ruthlessly pursuing, without any regard to the effect of the human miseries that will be brought upon railroad workers and their families. In many cases, financial ruin and emotional wounds will fall on workers that they may never recover from.

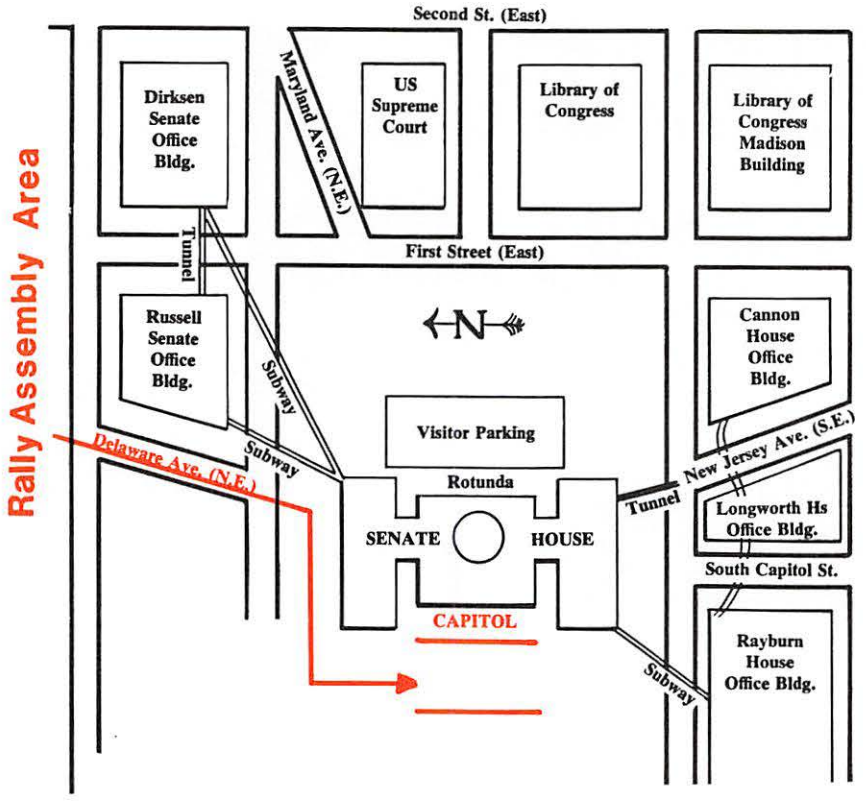
This legislation as proposed will destroy ConRail and Amtrak. It will put 40,000 to 70,000 railroad workers out of a job. It will repeal all employe

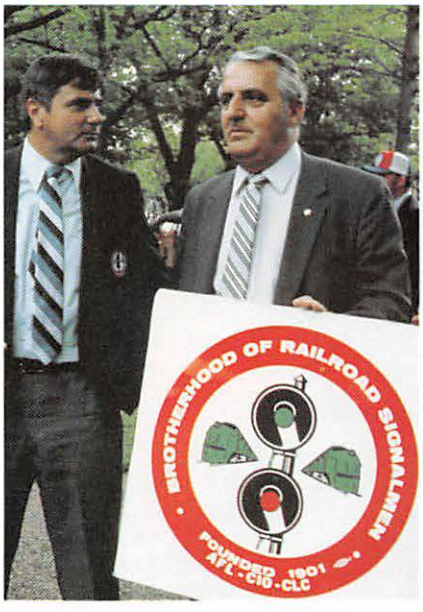
Placing BofRS decals on signs is Bernadette Bolton, assistant national legislative representative for the Brotherhood of Railroad Signalmen.

Signs were tied into bundles for ease in carrying to assembly area near Union Station. Shown here Speakman, Hansen and Pickett piled and tied signs, while Hogan stapled signs to sticks.

ASSEMBLY and MARCH

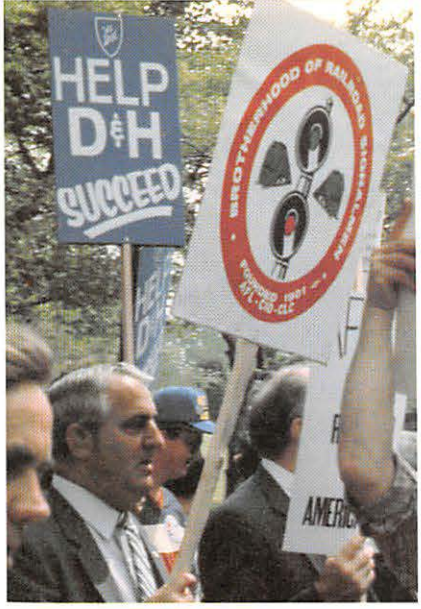
Assembly area for railroad marchers at the Washington rally was opposite Union Station. Over 500 signalmen were in the march.



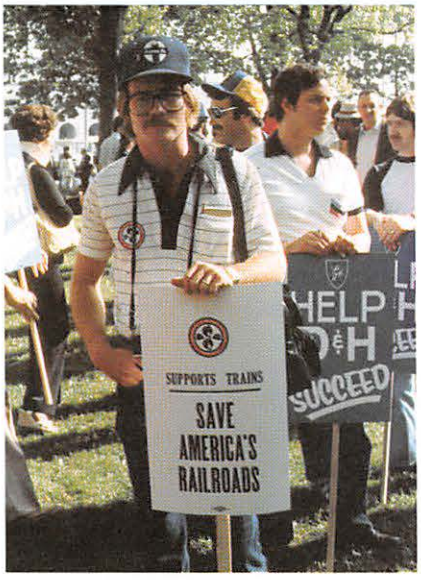


Last minute consultation is between John E. Hansen (left) BofRS vice president in Washington and national legislative representative, and R. Thomas Bates, president of the Brotherhood.

Getting their signs and ready to march are William P. Glavey (left) ConRail ConRail-Reading general chairman; Robert E. Parcell, general chairman, Richmond, Fredericksburg & Potomac; and Cathy Glavey.



An estimated 20,000 plus railroad workers began their march a little after 11 am from in front of Washington's Union Station, moving down Delaware Avenue, NW, toward the Capitol.



Ready to march is Greg R. Steadman of Midwest Lodge 33, Santa Fe. Brother Steadman is from the Wichita, KS area.

protection on both ConRail and Amtrak, and in the place of our current employe protection, will substitute a scam and a fraud upon the railroad workers.

This legislation will have the effect of destroying our present railroad retirement system, and elsewhere in the budget cuts will eliminate or defer the cost-of-living increases due railroad retirees.

This legislation will give to profitable acquiring railroads, a railroad system rebuilt by the tax payers of this country and the work and toil of railroad workers.

This legislation will deprive the workers of ConRail, the opportunity to work out our problems with ConRail, to bring about a viable ConRail and to keep our jobs.

This legislation will destroy Amtrak, and forever bury rail passenger service in this country.

In regards to the break up of ConRail, many Congressmen and Senators, will give you the Drew Lewis propaganda that you will be hired by other railroads that acquire ConRail. We know the truth, we've had our experiences in 1975 and recently the Rock Island railroad sell-off.

Many Congressmen and Senators are overlooking the social costs of putting 40,000 to 70,000 railroaders out of work. The costs of unemployment, welfare, food stamps and Medicaid.

President Reagan campaigned on a platform of a balanced budget and putting America back to work.

Variations of "I've been working on the railroad" were sung by folksinger Joe Glazer, who strummed his guitar.

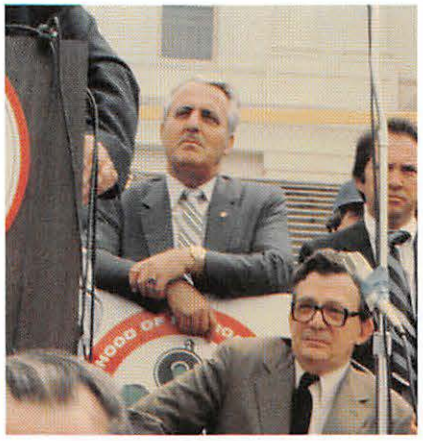
The need for funds for ConRail and Amtrak was forcefully pointed out by Fred J. Kroll, RLEA chairman and BRAC president, in his speech at the rally. At right is BofRS President R. Thomas Bates and in front of him is Lane Kirkland, AFL-CIO president.

Rally support came from an AFL-CIO department

Support for the April 29 railroad rally in Washington came from the AFL-CIO Food & Beverage Trades Department. "The Administration's plans to pare federal subsidies to Amtrak and ConRail is both reckless and shortsighted," said Robert Harbrant, president, F&BTD. "The cuts will have a devastating effect on our economy and should be challenged by every American."

Harbrant noted that the Amtrak cuts would reduce the nation's energy-saving rail passenger system to the Boston-Washington corridor, eliminate 20,000 rail jobs and jeopardize the pensions of present and future retirees by reducing the number of contributors to the already shrinking Railroad Retirement System. "Forcing Americans to use their automobiles will not improve our economy. But it will maintain the high demand for foreign oil," Harbrant concluded.

Of the Administration's plan to cut federal funding for ConRail and sell off the lines to other carriers, Harbrant pointed out that "after only five years of existence, ConRail is the nation's top revenue railroad. It has made dramatic gains and should continue to. Numerous businesses in the northeast and midwest are totally dependent on the railroad to move their products — grain and coal for example — to market. Dramatic job losses will occur in these industries, as well as among ConRail employees, if the administration has its way."



On the steps at the west front of the Capitol were speakers and honored guests including R. Thomas Bates (above) president, Brotherhood of Railroad Signalmen. In front of Bates is Lane Kirkland, president, AFL-CIO.

More funds for Amtrak and ConRail are needed to keep these vital railroads operating. This message is given to Jim Keene (left) legislative aide for transportation to Illinois Sen. Charles H. Percy, Rep., by Leo T. Davies, general chairman, Milwaukee Road, and Witt B. Harwell, Jr., (right) BofRS vice president.

Telling Congressman Paul Simon (right) of the need for money for Amtrak, ConRail and the Railroad Retirement System are Witt B. Harwell, Jr. (left) BofRS vice president, and Leo T. Davies, Milwaukee Road general chairman. Congressman Simon is a Democrat. Harwell and Davies are Illinois residents although not in Simon's 24th district.

He did not campaign on a platform to deprive railroad workers an opportunity to earn a living or reduce our working conditions to what they were 50 years ago.

I speak out of a deep sense of urgency about the anguish facing our members and the anxiety presently hovering over their heads.

I speak out of a deep belief in the ideals of unionism and in the potential for us to make a difference.

And I speak out of a deep trust in our capacity to proceed with boldness and a common vision, to win this battle, whether it be in the area of legislation or on the picket line like our brave brothers and sisters in Poland.

Let us fight their misuse of unemployment, high interest rates and human misery as false weapons against inflation.

We dare not forsake our traditions and principles. We cannot let the great history of rail labor become the bygone passages of history.

We have always believed that a basic civil right of all Americans is their right to earn their own way.

We do not want to be in the lines of the unemployed, we do not want welfare, we do not want food stamps, we want the American right to have a job, to earn our way, and the right to have dignity, respect and pride.

Let us reject the counsel of retreat, being espoused by some of our political leaders. Let us go forward in the knowledge that history only helps those who help themselves.

Let us go forward today, in an orderly fashion, being ladies and gentlemen, articulating our views and positions in an intelligent manner. Giving Congress our position, showing the need for ConRail and Amtrak, and a solvent Railroad Retirement System, and showing the pitfalls of Drew Lewis' nightmare.

And let us go forward, knowing that our work goes on, our causes endure, our hopes still live, our dreams shall never die, and the Almighty Lord is with us.

"The trade union movement is behind you," said Lane Kirkland, AFL-CIO president, at the railroad workers rally. "The real issue is the future of the United States."

Will the Reagan Administration destroy American railroads or will it help restore them? he asked. Railroads are the lifeblood of this country. Strong railroads are essential to meet the goals of

The facts on funding for Amtrak, ConRail and the Railroad Retirement Fund are given to Rep. Thomas A. Luken (right) by his constituent Harvey H. Parker from Ohio's 2nd Congressional district. Luken, a Democrat, represents people in the Cincinnati area.

Getting the message to Congressman James L. Oberstar (second from right) are (from the left) Harvey H. Parker, general chairman, Northeast General Committee; Leo T. Davies, general chairman, Milwaukee Road; Oberstar; and Witt B. Harwell, Jr., BofRS vice president. The message is to provide funds for Amtrak, ConRail and the Railroad Retirement System. Oberstar, a Democrat, represents Minnesota's 8th Congressional district.

The Railroad Retirement System needs more funds. Bringing this story to Ohio Sen. John Glenn via Administrative Assistant Bill White (second from left) are Witt B. Harwell, Jr. (left) BofRS vice president; Harvey H. Parker, Chesapeake & Ohio general chairman and a resident of Cincinnati, OH; and Leo T. Davies, general chairman, Milwaukee Road.

reindustrialization of America. Also, Kirkland emphasized the need for a fast, efficient rail passenger system as an alternative to the automobile.

He said that no other transport system can do the job in the event of a national emergency. This makes no sense to destroy the railroads. Reagan campaigned on increasing economic growth and a strong foreign policy. Railroads are certainly essential for America to meet those goals. Foreign countries have strong railroad systems.

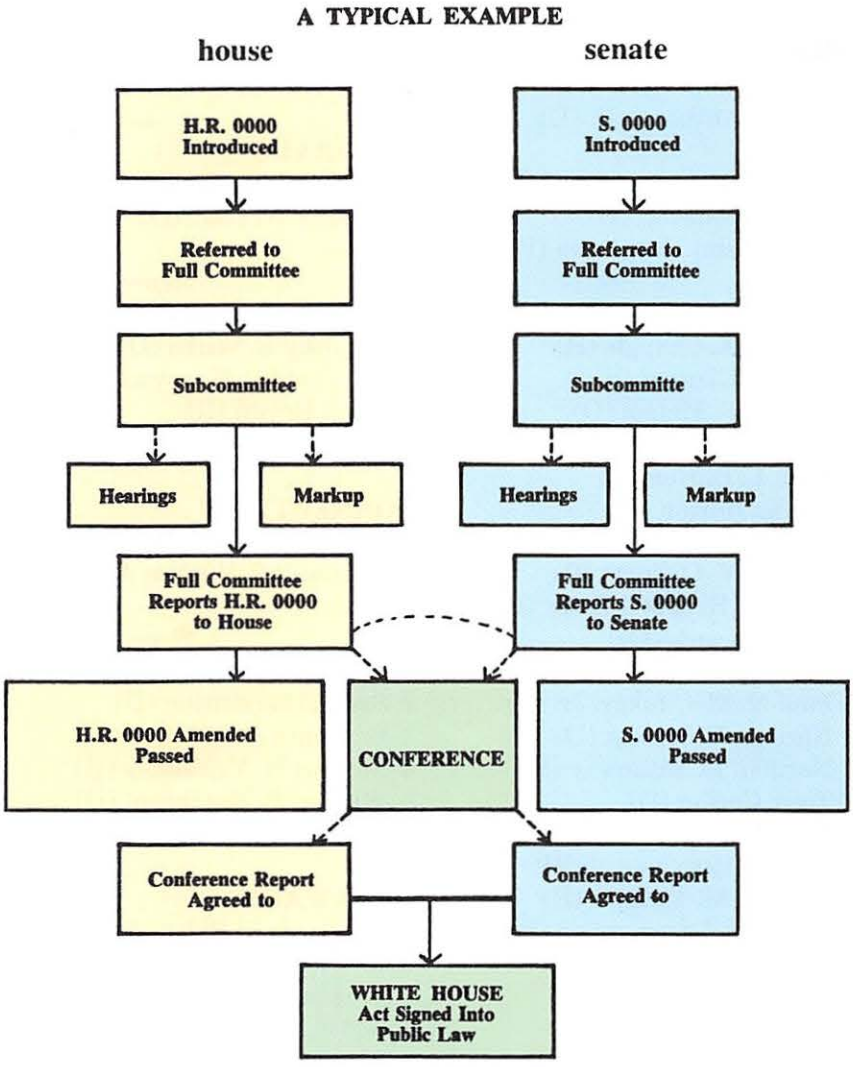
Rally members were urged to call on their Congressmen and make their views known to provide funds for Amtrak, ConRail and the Railroad Retirement System. After the rally, many made such calls.

Signalmen can save Amtrak, ConRail with the pen by writing Congress

Now that the rally is over, now is the time for all signalmen to write to their Senators and Representatives asking them to vote money to keep Amtrak and ConRail operating as viable railroads.

The table at the right shows how bills become laws. There is still time to make your opinions known to your Congressmen.

The Path of Legislation:



Here is a list of Representatives and Senators

Note: *Numbers indicate Congressional Districts. (D) is for Democrat, (R) is for Republican and (I) is for Independent.*

How to write to your Congressman

Here is the proper address and salutation.

The Hon. John W. Smith
United States Senate
Washington, DC 20510
Dear Senator Smith:

The Hon. William A. Doe
U.S. House of Representatives
Washington, DC 20515
Dear Mr. Doe:

ALABAMA
Sen. Jeremiah Denton (R)
Sen. Howell T. Heflin (D)

District	*Representatives*
1	Jack Edwards (R)
2	William L. Dickinson (R)
3	Bill Nichols (D)
4	Tom Bevill (D)
5	Ronnie G. Flippo (D)
6	Albert Lee Smith, Jr. (R)
7	Richard C. Shelby (D)

ALASKA
Sen. Frank H. Murkowski (R)
Sen. Ted Stevens (R)
Representative-at-large
Don Young (R)

ARIZONA
Sen. Dennis DeConcini (D)
Sen. Barry M. Goldwater (R)

District	*Representatives*
1	John J. Rhodes (R)
2	Morris K. Udall (D)
3	Bob Stump (D)
4	Eldon D. Rudd (R)

ARKANSAS
Sen. Dale F. Bumpers (D)
Sen. David H. Pryor (D)
District *Representatives*
1 Bill V. Alexander (D)
2 Edwin R. Bethune (R)
3 John P. Hammerschmidt (R)
4 Beryl F. Anthony, Jr. (D)

CALIFORNIA
Sen. Alan Cranston (D)
Sen. S.I. (Sam) Hayakawa (R)
District *Representatives*
1 Eugene A. Chappie (R)
2 Don H. Clausen (R)
3 Robert T. Matsui (D)
4 Vic Fazio (D)
5 John L. Burton (D)
6 Phillip Burton (D)
7 George Miller (D)
8 Ronald V. Dellums (D)
9 Fortney H. (Pete) Stark (D)
10 Don Edwards (D)
11 Tom Lantos (D)
12 Paul N. McCloskey, Jr. (R)
13 Norman Y. Mineta (D)
14 Norman D. Shumway (R)
15 Tony Coelho (D)
16 Leon E. Panetta (D)
17 Charles Pashayan, Jr. (R)
18 William M. Thomas (R)
19 Robert J. Lagomarsino (R)
20 Barry M. Goldwater, Jr. (R)
21 Bobbi Fiedler (R)
22 Carlos J. Moorhead (R)
23 Anthony C. Beilenson (D)
24 Henry A. Waxman (D)
25 Edward R. Roybal (D)
26 John H. Rousselot (R)
27 Robert K. Dornan (R)
28 Julian C. Dixon (D)
29 Augustus F. Hawkins (D)
30 George E. Danielson (D)
31 Mervyn M. Dymally (D)
32 Glenn M. Anderson (D)
33 Wayne Grisham (R)
34 Daniel E. Lungren (R)
35 David Dreier (R)
36 George E. Brown, Jr. (D)
37 Jerry Lewis (R)
38 Jerry M. Patterson (D)
39 William E. Dannemeyer (R)
40 Robert E. Badham (R)
41 Bill Lowery (R)
42 Duncan L. Hunter (R)
43 Clair W. Burgener (R)

COLORADO
Sen. William L. Armstrong (R)
Sen. Gary W. Hart (D)
District *Representatives*
1 Patricia Schroeder (D)
2 Timothy E. Wirth (D)
3 Raymond P. Kogovsek (D)
4 Hank Brown (R)
5 Kenneth B. Kramer (R)

CONNECTICUT
Sen. Christopher J. Dodd (D)
Sen. Lowell P. Weiker, Jr. (R)
District *Representatives*
1 William R. Cotter (D)
2 Samuel Gejdenson (D)
3 Lawrence J. DeNardis (R)
4 Stewart B. McKinney (R)
5 William R. Ratchford (D)
6 Anthony Tobey Moffett (D)

DELAWARE
Sen. Joseph R. Biden, Jr. (D)
Sen. William V. Roth, Jr. (R)
Representative-at-large
Thomas B. Evans, Jr. (R)

FLORIDA
Sen. Lawton Chiles (D)
Sen. Paula Hawkins (R)
District *Representatives*
1 Earl D. Hutto (D)
2 Don Fuqua (D)
3 Charles E. Bennett (D)
4 Bill Chappell, Jr. (D)
5 Bill McCollum (R)
6 C. W. Bill Young (R)
7 Sam M. Gibbons (D)
8 Andrew P. Ireland (D)
9 Bill Nelson (D)
10 L. A. (Skip) Bafalis (R)
11 Daniel A. Mica (D)
12 E. Clay Shaw, Jr. (R)
13 William Lehman (D)
14 Claude D. Pepper (D)
15 Dante B. Fascell (D)

GEORGIA
Sen. Sam Nunn (D)
Sen. Mack Mattingly (R)
District *Representatives*
1 Ronald (Bo) Ginn (D)
2 Charles F. Hatcher (D)
3 Jack Brinkley (D)
4 Elliot H. Levitas (D)
5 Wyche Fowler, Jr. (D)
6 Newton L. Gingrich (R)
7 Lawrence P. McDonald (D)
8 Bill Lee Evans (D)
9 Edgar L. Jenkins (D)
10 Doug Barnard, Jr. (D)

HAWAII
Sen. Daniel K. Inouye (D)
Sen. Spark M. Matsunaga (D)
District *Representatives*
1 Cecil L. (Cec) Heftel (D)
2 Daniel K. Akaka (D)

IDAHO
Sen. James A. McClure (R)
Sen. Steven D. Symms (R)
District *Representatives*
1 Larry E. Craig (R)
2 George V. Hansen (R)

ILLINOIS
Sen. Alan J. Dixon (D)
Sen. Charles H. Percy (R)

District	*Representatives*
1	Harold Washington (D)
2	Gus Savage (D)
3	Martin A. Russo (D)
4	Edward J. Derwinski (R)
5	John G. Fary (D)
6	Henry J. Hyde (R)
7	Cardiss R. Collins (D)
8	Daniel Rostenkowski (D)
9	Sidney R. Yates (D)
10	John E. Porter (R)
11	Frank Annunzio (D)
12	Philip M. Crane (R)
13	Robert McClory (R)
14	John N. Erlenborn (R)
15	Tom Corcoran (R)
16	Lynn M. Martin (R)
17	George M. O'Brien (R)
18	Robert H. Michel (R)
19	Thomas F. Railsback (R)
20	Paul Findley (R)
21	Edward R. Madigan (R)
22	Daniel B. Crane (R)
23	Melvin Price (D)
24	Paul Simon (D)

INDIANA
Sen. Richard G. Lugar (R)
Sen. Dan Quayle (R)

District	*Representatives*
1	Adam Benjamin, Jr. (D)
2	Floyd J. Fithian (D)
3	P. Hiler (R)
4	Daniel R. Coats (R)
5	Elwood H. Hillis (R)
6	David W. Evans (D)
7	John T. Myers (R)
8	H. Joel Deckard (R)
9	Lee H. Hamilton (D)
10	Philip R. Sharp (D)
11	Andrew Jacobs, Jr. (D)

IOWA
Sen. Charles E. Grassley (R)
Sen. Roger Jepsen (R)

District	*Representatives*
1	James A.S. Leach (R)
2	Thomas J. Tauke (R)
3	Cooper Evans (R)
4	Neal Smith (D)
5	Thomas R. Harkin (D)
6	Berkley W. Bedell (D)

KANSAS
Sen. Robert J. Dole (R)
Sen. Nancy L. Kassebaum (R)

District	*Representatives*
1	Pat Roberts (R)
2	James E. Jeffries (R)
3	Larry Winn, Jr. (R)
4	Dan R. Glickman (D)
5	Robert Whittaker (R)

KENTUCKY
Sen. Wendell H. Ford (D)
Sen. Walter D. Huddleston (D)

District	*Representatives*
1	Carroll Hubbard, Jr. (D)
2	William H. Natcher (D)
3	Romano L. Mazzoli (D)
4	M. Gene Snyder (R)
5	Harold Rogers (R)
6	Larry J. Hopkins (R)
7	Carl D. Perkins (D)

LOUISIANA
Sen. J. Bennett Johnston (D)
Sen. Russell B. Long (D)

District	*Representatives*
1	Robert L. Livingston (R)
2	Lindy Boggs (D)
3	W. J. (Billy) Tauzin (D)
4	Charles (Buddy) Roemer (D)
5	Jerry Huckaby (D)
6	W. Henson Moore (R)
7	John B. Breaux (D)
8	Gillis W. Long (D)

MAINE
Sen. William S. Cohen (R)
Sen. George J. Mitchell (D)

District	*Representatives*
1	Olympia J. Snowe (R)
2	David F. Emery (R)

MARYLAND
Sen. Charles McC. Mathias (R)
Sen. Paul S. Sarbanes (D)

District	*Representatives*
1	Roy Dyson (D)
2	Clarence D. Long (D)
3	Barbara A. Mikulski (D)
4	Marjorie S. Holt (R)
5	Gladys N. Spellman (D)
6	Beverly B. Byron (D)
7	Parren J. Mitchell (D)
8	Michael D. Barnes (D)

MASSACHUSETTS
Sen. Edward M. Kennedy (D)
Sen. Paul E. Tsongas (D)

District	*Representatives*
1	Silvio O. Conte (R)
2	Edward P. Boland (D)
3	Joseph D. Early (D)
4	Barney Frank (D)
5	James M. Shannon (D)
6	Nicholas Mavroules (D)
7	Edward J. Markey (D)
8	Thomas P. O'Neill, Jr. (D)
9	Joe Moakley (D)
10	Margaret M. Heckler (R)
11	Brian J. Donnelly (D)
12	Gerry E. Studds (D)

MICHIGAN
Sen. Carl M. Levin (D)
Sen. Donald W. Riegle (D)

District	*Representatives*
1	John Conyers, Jr. (D)
2	Carl D. Pursell (R)
3	Howard E. Wolpe (D)
4	David A. Stockman (R)
5	Harold S. Sawyer (R)
6	Jim Dunn (R)
7	Dale E. Kildee (D)
8	Bob Traxler (D)
9	Guy A. Vander Jagt (R)
10	Donald J. Albosta (D)
11	Robert W. Davis (R)
12	David E. Bonior (D)
13	George W. Crockett, Jr. (D)
14	Dennis M. Hertel (D)
15	William D. Ford (D)
16	John D. Dingell (D)
17	William M. Brodhead (D)
18	James J. Blanchard (D)
19	William S. Broomfield (R)

MINNESOTA
Sen. Rudy E. Boschwitz (R)
Sen. David Durenberger (R)
District *Representatives*
1 Arlen Erdahl (R)
2 Thomas M. Hagedorn (R)
3 Bill Frenzel (R)
4 Bruce F. Vento (D)
5 Martin Olav Sabo (D)
6 Vin Weber (R)
7 Arlan Stangeland (R)
8 James L. Oberstar (D)

MISSISSIPPI
Sen. Thad Cochran (R)
Sen. John C. Stennis (D)
District *Representatives*
1 Jamie L. Whitten (D)
2 David R. Bowen (D)
3 G. V. Montgomery (D)
4 Jon C. Hinson (R)
5 Trent Lott (R)

MISSOURI
Sen. John C. Danforth (R)
Sen. Thomas F. Eagleton (D)
District *Representatives*
1 William L. Clay (D)
2 Robert A. Young (D)
3 Richard A. Gephardt (D)
4 Ike Skelton (D)
5 Richard Bolling (D)
6 E. Thomas Coleman (R)
7 Gene Taylor (R)
8 Wendell Bailey (R)
9 Harold L. Volkmer (D)
10 Bill Emerson (R)

MONTANA
Sen. Max S. Baucus (D)
Sen. John Melcher (D)
District *Representatives*
1 Pat Williams (D)
2 Ronald C. Marlenee (R)

NEBRASKA
Sen. J. James Exon (D)
Sen. Edward Zorinsky (D)
District *Representatives*
1 Douglas K. Bereuter (R)
2 Hal Daub (R)
3 Virginia Smith (R)

NEVADA
Sen. Howard W. Cannon (D)
Sen. Paul Laxalt (R)
Representative-at-large
James D. Santini (D)

NEW HAMPSHIRE
Sen. Warren Rudman (R)
Sen. Gordon J. Humphrey (R)
District *Representatives*
1 Norman E. D'Amours (D)
2 Judd Gregg (R)

NEW JERSEY
Sen. William W. Bradley (D)
Sen. Harrison A. Williams, Jr. (D)
District *Representatives*
1 James J. Florio (D)
2 William J. Hughes (D)
3 James J. Howard (D)
4 Christopher H. Smith (R)
5 Millicent H. Fenwick (R)
6 Edwin B. Forsythe (R)
7 Marge Roukema (R)
8 Robert A. Roe (D)
9 Harold C. Hollenbeck (R)
10 Peter W. Rodino, Jr. (D)
11 Joseph G. Minish (D)
12 Matthew J. Rinaldo (R)
13 James A. Courter (R)
14 Frank J. Guarini (D)
15 Bernard J. Dwyer (D)

NEW MEXICO
Sen. Pete V. Domenici (R)
Sen. Harrison H. (Jack) Schmitt (R)
District *Representatives*
1 Manuel Lujan, Jr. (R)
2 Joe Skeen (R)

NEW YORK
Sen. Alfonse D'Amato (R)
Sen. Daniel P. Moynihan (D)
District *Representatives*
1 William Carney (R)
2 Thomas J. Downey (D)
3 Gregory W. Carman (R)
4 Norman F. Lent (R)
5 Raymond J. McGrath (R)
6 John LeBoutillier (R)
7 Joseph P. Addabbo (D)
8 Benjamin S. Rosenthal (D)
9 Geraldine A. Ferraro (D)
10 Mario Biaggi (D)
11 James H. Scheuer (D)
12 Shirley A. Chisholm (D)
13 Stephen J. Solarz (D)
14 Frederick W. Richmond (D)
15 Leo C. Zeferetti (D)
16 Charles E. Schumer (D)
17 Guy V. Molinari (R)
18 S. William Green (R)
19 Charles B. Rangel (D)
20 Ted S. Weiss (D)
21 Robert Garcia (D)
22 Jonathan B. Bingham (D)
23 Peter A. Peyser (D)
24 Richard L. Ottinger (D)
25 Hamilton Fish, Jr. (R)
26 Benjamin A. Gilman (R)
27 Matthew F. McHugh (D)
28 Samuel S. Stratton (D)
29 Gerald B. H. Solomon (R)
30 David O'B. Martin (R)
31 Donald J. Mitchell (R)
32 George C. Wortley (R)
33 Gary A. Lee (R)
34 Frank Horton (R)
35 Barber B. Conable (R)
36 John J. LaFalce (D)
37 Henry J. Nowak (D)
38 Jack F. Kemp (R)
39 Stanley N. Lundine (D)

NORTH CAROLINA
Sen. John P. East (R)
Sen. Jesse A. Helms (R)
District *Representatives*
1 Walter B. Jones (D)
2 L. H. Fountain (D)
3 Charles O. Whitley (D)
4 Ike F. Andrews (D)
5 Stephen L. Neal (D)
6 Eugene Johnston (R)
7 Charles Rose (D)
8 W. G. (Bill) Hefner (D)
9 James G. Martin (R)
10 James T. Broyhill (R)
11 William M. Hendon (R)

NORTH DAKOTA
Sen. Quentin N. Burdick (D)
Sen. Mark Andrews (R)
Representative-at-large
Byron L. Dorgan (D)

OHIO
Sen. John H. Glenn (D)
Sen. Howard M. Metzenbaum (D)
District *Representatives*
1 Willis D. Gradison, Jr. (R)
2 Thomas A. Luken (D)
3 Tony P. Hall (D)
4 Tennyson Guyer (R)
5 Delbert L. Latta (R)
6 Robert C. McEwen (R)
7 Clarence J. Brown (R)
8 Thomas N. Kindness (R)
9 Ed Weber (R)
10 Clarence E. Miller (R)
11 J. William Stanton (R)
12 Robert Shamansky (D)
13 Donald J. Pease (D)
14 John F. Seiberling (D)
15 Chalmers P. Wylie (R)
16 Ralph S. Regula (R)
17 John M. Ashbrook (R)
18 Douglas Applegate (D)
19 Lyle Williams (R)
20 Mary Rose Oakar (D)
21 Louis Stokes (D)
22 Dennis Eckart (D)
23 Ronald M. Mottl (D)

OKLAHOMA
Sen. David L. Boren (D)
Sen. Don Nickles (R)
District *Representatives*
1 James R. Jones (D)
2 Michael L. Synar (D)
3 Wes W. Watkins (D)
4 Dave McCurdy (D)
5 Mickey Edwards (R)
6 Glenn L. English (D)

OREGON
Sen. Mark O. Hatfield (R)
Sen. Bob Packwood (R)
District *Representatives*
1 Les AuCoin (D)
2 Denny Smith (R)
3 Ron Wyden (D)
4 James H. Weaver (D)

PENNSYLVANIA
Sen. H. Heinz (R)
Sen. Arlen Specter (R)
District *Representatives*
1 Thomas M. Foglietta (D)
2 William H. Gray, III (D)
3 Raymond F. Lederer (D)
4 Charles F. Dougherty (R)
5 Richard T. Schulze (R)
6 Gus Yatron (D)
7 Robert W. Edgar (D)
8 James K. Coyne (R)
9 Bud Shuster (R)
10 Joseph M. McDade (R)
11 James L. Nelligan (R)
12 John P. Murtha (D)
13 Lawrence Coughlin (R)
14 William J. Coyne (D)
15 Donald Ritter (R)
16 Robert S. Walker (R)
17 Allen E. Ertel (D)
18 Doug Walgren (D)
19 William F. Goodling (R)
20 Joseph M. Gaydos (D)
21 Donald A. Bailey (D)
22 Austin J. Murphy (D)
23 William F. Clinger, Jr. (R)
24 Marc L. Marks (R)
25 Eugene V. Atkinson (D)

RHODE ISLAND
Sen. John H. Chafee (R)
Sen. Claiborne Pell (D)
District *Representatives*
1 Fernand J. St. Germain (D)
2 Claudine Schneider (R)

SOUTH CAROLINA
Sen. Ernest F. Hollings (D)
Sen. Strom Thurmond (R)
District *Representatives*
1 Thomas F. Hartnett (R)
2 Floyd D. Spence (R)
3 Butler C. Derrick (D)
4 Carroll A. Campbell, Jr. (R)
5 Kenneth L. Holland (D)
6 John L. Napier (R)

SOUTH DAKOTA
Sen. James Abdnor (R)
Sen. Larry Pressler (R)
District *Representatives*
1 Thomas A. Daschle (D)
2 Clint Roberts (R)

TENNESSEE
Sen. Howard H. Baker, Jr. (R)
Sen. James R. Sasser (D)
District *Representatives*
1 James H. Quillen (R)
2 John J. Duncan (R)
3 Marilyn L. Bouquard (D)
4 Albert Gore, Jr. (D)
5 William H. Boner (D)
6 Robin L. Beard (R)
7 Ed Jones (D)
8 Harold E. Ford (D)

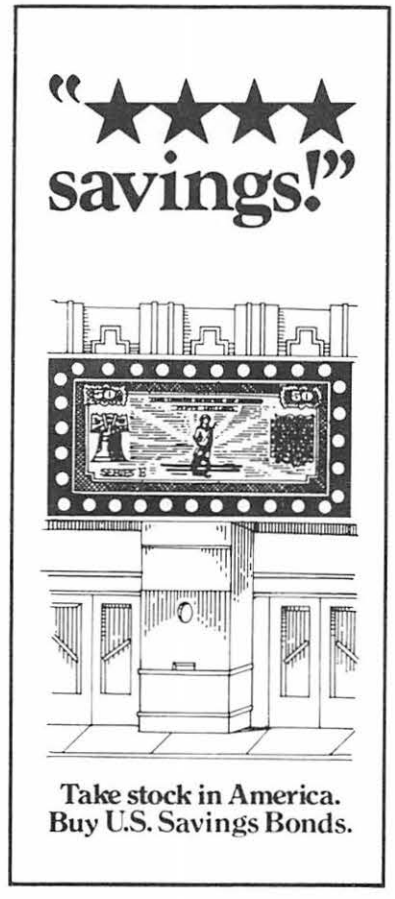
TEXAS
Sen. Lloyd Bentsen (D)
Sen. John G. Tower (R)
District — *Representatives*
1 Sam B. Hall, Jr. (D)
2 Charles Wilson (D)
3 James M. Collins (R)
4 Ralph M. Hall (D)
5 Jim Mattox (D)
6 Phil Gramm (D)
7 William R. Archer (R)
8 Jack Fields (R)
9 Jack Brooks (D)
10 J. J. Pickle (D)
11 Marvin Leath (D)
12 James C. Wright, Jr. (D)
13 Jack E. Hightower (D)
14 William N. Patman (D)
15 E. de la Garza (D)
16 Richard C. White (D)
17 Charles W. Stenholm (D)
18 Mickey Leland (D)
19 Kent R. Hance (D)
20 Henry B. Gonzalez (D)
21 Thomas Loeffler (R)
22 Ronald E. Paul (R)
23 Abraham Kazen, Jr. (D)
24 Martin Frost, III (D)

UTAH
Sen. Edwin (Jake) Garn (R)
Sen. Orrin G. Hatch (R)
District — *Representatives*
1 James V. Hansen (R)
2 Dan Marriott (R)

VERMONT
Sen. Patrick J. Leahy (D)
Sen. Robert T. Stafford (R)
Representative-at-large
James M. Jeffords (R)

VIRGINIA
Sen. Harry F. Byrd, Jr. (I)
Sen. John W. Warner (R)
District — *Representatives*
1 Paul S. Trible, Jr. (R)
2 G. William Whitehurst (R)
3 Thomas J. Bliley, Jr. (R)
4 Robert W. Daniel, Jr. (R)
5 Dan Daniel (D)
6 M. Caldwell Butler (R)
7 Kenneth Robinson (R)
8 Stanford E. Parris (R)
9 William C. Wampler (R)
10 Frank R. Wolf (R)

WASHINGTON
Sen. Henry Jackson (D)
Sen. Slade Gorton (R)
District — *Representatives*
1 Joel Pritchard (R)
2 Alan Byron Swift (D)
3 Don L. Bonker (D)
4 Sid Morrison (R)
5 Thomas S. Foley (D)
6 Norman D. Dicks (D)
7 Michael E. Lowry (D)



WEST VIRGINIA
Sen. Robert C. Byrd (D)
Sen. Jennings Randolph (D)
District — *Representatives*
1 Robert H. Mollohan (D)
2 Cleve Benedict (R)
3 David Michael Staton (R)
4 Nick Joe Rahall, II (D)

WISCONSIN
Sen. Robert W. Kasten, Jr. (R)
Sen. William Proxmire (D)
District — *Representatives*
1 Lee Aspin (D)
2 Robert W. Kastenmeier (D)
3 Steven Gunderson (R)
4 Clement J. Zablocki (D)
5 Henry S. Reuss (D)
6 Thomas E. Petri (R)
7 David R. Obey (D)
8 Tobias (Toby) Roth (R)
9 F. James Sensenbrenner (R)

WYOMING
Sen. Alan K. Simpson (R)
Sen. Malcolm Wallop (R)
Representative-at-large
Richard B. Cheney (R)

It's Reagan vs the railroads

The rally on April 29 was just the beginning of the fight by rail workers to not only keep their jobs but to keep a viable rail industry for the United States. Below you will find testimony giving Administration views and those of concerned rail labor, concerned state officials and some federal officials about the drastic cuts proposed by the Administration.

Here is a handy guide as to locations of views expressed:

Page 21 — **RLEA critical of Administration budget cutting.**
Page 22 — **RLEA protests budget cuts for FRA.**
Page 24 — **Some Amtrak facts.**
Page 25 — **Amtrak outlook good, says Boyd.**
Page 26 — **RLEA supports Amtrak.**
Page 27 — **RLEA says Defense Department ignores impact of dismembering ConRail and Amtrak systems.**
Page 28 — **Some ConRail facts.**
Page 29 — **An Administration view of ConRail.**
Page 30 — **USRA says ConRail can be saved.**
Page 31 — **RLEA view on ConRail.**
Page 34 — **UTU says ConRail can be saved.**
Page 37 — **Florio has concern over Northeast Corridor service.**
Page 38 — **RLEA calls for Northeast commuter service to be handled by independent agency or Amtrak.**
Page 40—**Massive cuts in Corridor improvement program now mean higher operating costs.**
Page 41 — **Congressman Conte supports funding for Northeast Corridor.**
Page 43 — **Northeastern governors support federal funding in Corridor.**

RLEA critical of Administration budget cutting

Chairman Fred J. Kroll of the Railway Labor Executives' Association released the following statement, representing viewpoints expressed at the emergency meeting of the 16-union RLEA in Washington.

The most serious crisis for America's railroad workers since the dismal days of the 1930 Depression looms "just down the track" if Congress and the rail transport industry accept the misguided budget-cutting proposals of the Reagan Administration.

The threat to jobs and living standards is so menacing that it cannot be accepted passively by the unions of railroad workers in this country.

Railway labor, therefore, is calling for a rally of its people in Washington on April 29 so that we can express, collectively and individually, to our Senators and Representatives, and to the officials of the Reagan Administration, our opposition to the various proposals affecting the railroads that are now being seriously put forth in Washington.

In summary, these proposals, if accepted, would:

(1) Wipe out 75,000 railroad jobs;

(2) Dismantle 75% of the Amtrak passenger service at a time when it is increasingly popular with the traveling public, particularly those in the lower income levels;

(3) Reduce funding so sharply for the important northeast and midwest ConRail system that its future as a viable transportation system would be most certainly endangered, and the Reagan Administration advocating the cannibalization of ConRail through control transfer as the only alternative, and ConRail employees being expected to take severe wage cuts and loss of their employee representation.

(4) Imperil the Railroad Retirement System, both by threatening a loss of premiums from employees laid off in large numbers, and from lack of plans for taking steps to avert bankruptcy of the System in the period between 1982 and 1984, when its cash flow will, under the best of circumstances, be temporarily slowed.

History offers no parallel to our present situation: the government of an industrially advanced nation giving serious consideration to a series of programs which contain such obvious short-comings and dangers not only for railroad transportation but for the entire economy.

In their passionate zeal for budget-cutting, the Reagan Administration and its Congressional allies appear to ignore completely the economic and social costs of battering the railroad industry and the workers who are employed in its operations.

It is time to remind President Reagan and his advisors that there is a "community-side" and an "employee-side", as well as a "supply-side", to the national economy. Ignoring these human factors is to endanger them; thus, the Reagan economic planners threaten the gravest difficulties not only for railroads and railroad people but for the entire nation.

We in railway labor cannot let it happen here.

That is why we expect several thousand members from the railway labor organizations to come to Washington on April 29 to make their message heard.

RLEA protests budget cuts for FRA

In testimony before a House Appropriations subcommittee, James R. Snyder, national legislative director, United Transportation Union, represented the Railway Labor Executives' Association. Snyder protested the Reagan Administration's proposed budget cuts for the Federal Railroad Administration. Below is an abstract of Snyder's remarks.

We appreciate this special opportunity to express rail labor's views on the next year's appropriations for the Federal Railroad Administration. Rail labor will not sit idly while rail safety is in the process of being downgraded. There is absolutely no positive aspects to the Administration's rail safety program for FY82. We recognize that there is great pressure upon you to cut funds. However, if reductions are necessary do not eliminate funds at the expense of safety. There are many other areas within the FRA where monies expended for certain projects have shown to be of marginal safety consequence.

Recently the FRA Administrator testified before your Committee. He pointed out that there had been a drop in accidents and in casualties. We congratulate the rail industry in any safety improvement. However, before Congress gets carried away with the Administrator's statement, the statistics he cited should be placed in proper perspective. In 1979 there were 101 deaths to employees on duty in rail accidents/incidents and in 1980 there were 97. The casualties per million train miles actually increased to 1.97 in 1980 (from 1.80 in 1979). There were 1209 collisions and 6,468 derailments in calendar year 1980. This translates into over 3 collisions per day and 18 derailments per day. These levels of safety are unacceptable by any reasonable standards.

The most critical need is for enough FRA inspectors to enforce adequately the existing Federal safety rules and regulations. FRA, with only 228 safety inspectors on board as of April 1, 1981, does not have sufficient inspection resources to put a dent in the safety figures.

In FRA's Safety Division there are presently 228 safety inspectors, 55 clerical employees, and 60 supervisory employees in the field. Not including the Washington headquarters there is one supervisory personnel to every four safety inspectors. There are 62 employees in the Washington Safety Office which makes the efficiency of FRA's enforcement activities questionable.

The Administrator of FRA testified that he is seeking to reduce 41 permanent positions from the original budget request. The enforcement effort may be starting to pay dividends and it seems the FRA cannot cope with any safety success. Certainly, by cutting safety personnel, the enforcement program will suffer, as will the public.

Several weeks ago the FRA Administrator in a speech at the Harriman Awards ceremony told labor and management representatives that safety had a number one priority within FRA. He indicated that FRA would continue to try to improve the safety record of the railroads. Yet, we have been informed confidentially that events occurring at FRA indicate just the reverse trend is happening. FRA is reviewing safety regulations including the power brake law, freight car safety standards, and track standards with the objective of reducing inspectors, inspections, and inspection periods. By these actions trains will be leaving terminals with inoperable brakes and defective equipment. As a result more derailments and injuries will occur, and once again we will return to the days when thousands of people will be injured and killed.

Examples of this lack of safety attitude at FRA are numerous. I would like to point out two specific examples of particular concern. In 1979 the Seaboard Coast Line began a practice requiring employees to uncouple cars with a hook which was specially made by the railroad. This required the employee to go between moving cars to uncouple them. Subsequently two other railroads began the practice. The FRA Office of Safety and the Chief Counsel concluded that this practice violated Section 2 of the Safety Appliances Acts. However, to date the FRA has not issued one violation report, nor has it initiated any enforcement proceedings to stop the practice. We have been forced to file a lawsuit in the federal court to require the FRA to enforce the law. There have been a number of injuries and many have barely escaped injury because of this practice. If FRA does not want to uphold the safety laws, then it should not be in business. Congress should give this function to another agency of government.

Your Committee, as well as other committees, has expressed concern over the dangers associated with the transportation of hazardous materials. As the result of tank car ruptures in Florida and Tennessee in 1978, the FRA finally required retrofitting of certain types of tank cars with shelf-couplers, headshields and thermal insulation. However, it excluded from the requirement a certain type of tank car known as 105 tank cars which generally carry chlorine gas and other poisons. The FRA last year stated that a final rule would be issued to cover the 105 tank cars by the end of 1980. To date there has not been a notice of proposed rulemaking, even though all of the research was completed long ago. Moreover, we understand that in a recent investigation of the 105 tank cars, that the FRA discovered cracks in approximately 40 of these cars. Yet, the FRA has not required the cars to be fixed. They are still rolling on the rails waiting for a

disaster to happen.

We have referred in the past to FRA's "System Safety Plan" which stated that 800 safety personnel (inspectors, professionals, clerical, etc.) would be necessary merely to stop the increase in the number of train accidents and to contain that number at its then unacceptably high level. The explanation for FRA's need for large numbers of inspectors is obvious. FRA is required to inspect approximately 309,000 miles of track (much of which is badly deteriorated due to deferred maintenance), 28,400 locomotives, 1.7 million freight cars and 125,000 miles of signal systems.

The scope of the problem may be understood better by a brief summary of federal inspectors activities during 1980. Last year there were 7,000 inspections under the freight car standards of 450,000 units. A total of 62,000 defects were found. In addition, there were approximately 15% more defective cars under the Safety Appliances Acts.

Last year the inspectors conducted almost 6,000 inspections of 30,500 locomotive units and discovered 25,400 defects. This shows 30% of the locomotives have defects which is the highest in recent history. By comparison in 1978, 12% of the freight cars were found defective, and in 1979, 15% were defective.

Congress in successive years has authorized over 600 safety inspectors for FRA.

In recognition of the magnitude of the task and the increase in the number of accidents and injuries, the Congress in successive years has authorized over 600 safety inspectors for FRA. The House Committee on Interstate and Foreign Commerce, where these authorizations originated, has followed the rail safety situation and FRA's performance closely over the years. That Committee has repeatedly emphasized the need for more inspectors. The House Report on the Federal Railroad Safety Authorization Act of 1978 pointed out that FRA had employed fewer inspectors than the number authorized and reiterated a comment it made in its report on the Federal Railroad Safety Authorization Act of 1976:

With responsibility for conducting inspection activities for well over 300,000 [sic] miles of track, over one million freight cars and thousands of locomotives and passenger cars, it is obvious to the Committee that FRA should request adequate funds and hire a sufficient number of federal inspectors to carry out that responsibility.

Nine members of the Committee went even further and submitted their "Separate Views On FRA's Lack Of Attention To Railroad Safety". The nine members stated that "one of the most disturbing aspects of the problem is that FRA has failed even to try to hire the number of inspectors authorized by Congress despite its own acknowledgement that enforcement by existing safety standards would eliminate a majority of the railroad accidents which occur each year."

New inspector positions have not been requested by FRA in the present budget for the Federal enforcement program nor were they requested in last year's budget proposal. However, last year your Committee did provide for a small increase in the numbers of inspectors. Rail labor believes that appropriations for all authorized positions are essential if FRA is to have the ability to eliminate the causes of rail accidents by enforcing its regulations systematically and thoroughly. Appropriating funds for fewer than 600 inspectors would be an inadequate response to the railroad safety problem. An appropriation for these federal inspectors will be cost effective. It would reduce the high property damage figure, and, more importantly, would help eliminate the high costs and human suffering attributable to the many injuries and deaths which are occurring on the railroads. As the House Interstate and Foreign Commerce Committee pointed out in its 1975 Report "the Committee believes that increased expenditures for improved railroad safety would reduce the present high cost of accidents, which caused substantial property damage, personal injury and a loss of life, and that such expenditures will be cost beneficial."

If this Subcommittee is unwilling to recommend funds for all the authorized 600 federal inspectors, we urge you to recommend appropriations for at least 50 additional inspectors as a minimum step toward improving railroad safety. Based on an average salary fo $30,500 a year and an average cost of $15,600 a year for travel to remote locations which must be inspected, the total cost for an additional 50 inspectors would be $2.3 million.

The $30,500 per year salary represents an approximate average of compensation now paid to FRA field inspectors. The $15,600 per year for travel expenses is calculated by assuming 20 days of travel per month at a per diem rate of $50 per day and $300 per month for automobile mileage allowance. Thus, the total cost for one inspector for one year is $46,100. FRA could add the additional 50 inspectors without incurring substantial cost for added office space, etc., as such facilities are already available.

This $2.3 million is insignificant compared with the millions attributable to property damage from rail equipment accidents. Based on preliminary estimates train accidents in 1980 caused over $270 million in property damage. Also enforcement activities by the inspectors resulted in $15 million in fines collected last year. There appears to be a direct correlation

between improved safety performance and the level of civil penalty collections. Therefore, inspection activities benefit the public in several ways and the budget process will have a positive benefit because (1) the general treasury will receive more funds from civil penalties than the sums expended in appropriations for inspectors' activities; (2) there will be improved safety performance; and (3) the cost to the taxpayer will be reduced.

Rail labor also urges this Subcommittee to recommend ear-marking specific funds to provide 20 days each month for travel for each inspector employed by FRA. The essence of the inspector's function is to travel to the location where railroads are operated and inspect those locations. Every year, as long as we can recall, the travel money for safety inspectors has been depleted prematurely. FRA never seeks an adequate amount. The per diem costs have risen, the car travel expenses have increased, and the areas required to be inspected have been expanded. Yet the allocation within the FRA budget for this cost is the same as last year ($1.8 million) which permits the inspector to travel to distant rail yards only 13 days per month. Some inspectors are responsible for inspecting the entire state. In addition, FRA officials, at times, have diverted funds from this essential travel function to other purposes. Such practice should be prohibited by the appropriation legislation.

The Federal Railroad Safety Act of 1970 authorizes the Secretary of Transportation to make 50-50 matching grants to those states having approved safety enforcement programs. Each federal dollar thus buys two dollars worth of enforcement. The National Transportation Safety Board, has consistently described the State Participation Program as "potentially cost effective" and recommends that it be improved and strengthened. We understand that there are $2.8 million in carryover funds from previous years that may be used in FY82. This amount should be adequate for the states' enforcement activities.

I would like to add a word concerning research and development at the FRA. FRA, on the whole, has done a credible job in research and development. Rail labor takes issue with some of the projects because they are not related to the improvement of safety. Rather, some programs are designed to improve the useful life of certain equipment. We feel this is more appropriately a matter for private industry and not the federal government. By this we do not mean to indicate that research and development should be reduced. There are many capable research and development employees. These worthy employees should not be adversely affected by Mr. Stockman's hatchet men. Our quarrel is with the policy-making people at FRA who decide what matters are to be studied.

Some Amtrak facts

Amtrak has been receiving considerable attention lately from the press, concerned railroaders, the public and government officials. The issue, briefly stated is this: The Administration wants to cut Amtrak funding and tighten operating standards used as a basis for future funding to such an extent that all routes outside the Boston-Washington, DC corridor will have to be eliminated, leaving hundreds of communities with no service and thousands of employes jobless.

Rail labor's position is: We favor continued support of an improving public transportation system with the potential to expand to meet ever-increasing demand for these services. We oppose any reduction in the present Amtrak system that would result in the loss of service or jobs.

The following facts point up the importance of Amtrak:

Ridership. Amtrak attracts more riders every day. In 1980 alone, 20 million passengers rode the system, 12% more than in 1978, despite a 13% cut in the system in 1979.

Performance. As Amtrak's ridership continues to increase, its on-time record improves, too. It presently carries 16% of the passengers in those markets it serves.

Energy. Rail transport is one of the most energy efficient ways to move passengers, an important consideration in an energy-short world.

Safety. Rail is rated as the safest mode of passenger transport.

Service. Train travel is more comfortable and has greater flexibility than other modes, increasingly important as cars get smaller and smaller.

Environment. Trains cause less pollution than other modes, especially cars and buses.

Cost benefit. Subsidies to Amtrak form only a small part of the federal government's transportation budget, but serve an important and growing segment of the population.

Potential. Passenger rail holds the promise of growing into the most fuel efficient, convenient mode of public intercity travel available. Its potential has been demonstrated in Western Europe and Japan. Demand for improved service in this country is growing in the face of congested highways and airports, rising fuel costs and the realization that public transport makes sense.

Personnel considerations. Severe cutbacks to Amtrak would eliminate jobs for many of Amtrak's 20,000 employes, further reducing the number of contributors to an already shaking Railroad Retirement System, jeopardizing the pensions of

present and future retirees. Moreover, those employes left jobless would place new demands on government unemployment assistance programs.

Amtrak outlook good

The Reagan Administration's efforts at budget cutting have impacted on Amtrak as well as other railroad oriented programs. In an opening statement James J. Florio, chairman of the House Subcommittee on Commerce, Transportation & Tourism, said that the budget level proposed by OMB (Office of Management & Budget) of $613 million is over $400 million less than the funding which Amtrak feels would be necessary to operate the system.

"Two years ago, this Subcommittee and the Congress approved, after a long debate, a method for determining what the Amtrak system should look like. Essentially, this system allows those trains that have good ridership and low costs to remain in the Amtrak system. If people ride a train, it remains; if not, it falls out of the system.... The Administration has proposed a drastic reduction in funding for Amtrak. While I believe the method worked out two years ago is a sound one, I have an open mind, Florio said.

In testifying about Amtrak, Alan S. Boyd, president, presented a realistic and optimistic outlook with adequate funding. He outlined progress to date and future plans for continuing to provide effective passenger service for the nation. An abstract of his comments follow:

We have submitted an operating budget request to Congress for fiscal 1982 of $716 million dollars. This is $2 million dollars under our current fiscal 1981 operating budget. Amtrak's total budget for fiscal year 1981 is $1.2 billion. For fiscal year 1982 it will be $1.5 billion including revenues.

Over the past twelve months, Amtrak's consumer complaints have dropped more than 40%. On routes where we have been able to introduce new equipment, passenger complaints have dropped as much as 81%.

By this fall, we will have replaced or renovated the entire long-distance U.S. passenger car fleet.

Our locomotive fleet — which averaged 22 years of age in 1972 — now averages only six years of age.

We served 21.2 million passengers last year. In 1978 each dollar of federal support resulted in 7.52 passenger miles. In 1981 we are providing 10.93 passenger miles per public dollar. This is a 45.3% increase in productivity over three years.

Our on-time performance — a critical measure of service — is now the equivalent of the largest airlines. We actually beat the airlines in on-time performance in the first half of fiscal year 1980 and we recorded our highest January on-time performance ever with a system-wide 81.8%.

Our fare increases reflect our determination to meet and exceed Congress' mandate of 50% revenue-to-cost ratio by 1985, while continuing to attract new passengers. Since enactment of the 1979 Amtrak Reorganization Act, we have instituted three fare increases totalling 26%. In 1980 alone, in the face of a 16% cut in route miles, we kept ridership constant and increased our revenue 14.4% during the same year.

Of our $716 million operating budget requested for next year, $150 million is necessitated by specific provisions of law which increase cost outside of our control, or because we have to pay directly for items that other public transportation providers do not.

Some $50 million in costs go each year for operation and upkeep of Amtrak stations. Cities provide airports for the airline industry.

Some $26 million goes to pay railroad dispatchers, block operators and other such necessary personnel. The Federal government furnishes the air traffic control system for the airline industry.

"Real estate development is our most promising alternative revenue source," says Amtrak President Alan S. Boyd.

We have undertaken three major programs to reduce our costs and further lessen our dependence on Federal payments. (1) We have taken the lead in bringing together the largest Japanese builder of rolling stock and a major American freight car manufacturer to form a venture to manufacture passenger rail cars in the United States. (2) The elimination of two of our three least cost effective trains — the Cardinal and the Shenandoah — and the restructuring of the third — the Inter-American. By making these changes, by rescheduling our Northeast Corridor timetable to eliminate three marginal frequencies, and by holding to the principle that any Amtrak operated commuter trains must be fully financed outside the Amtrak budget, the National Railroad Passenger Corporation will save $42 million in fiscal year 1982 operating costs. (3) Because direct and indirect labor costs eat up 59% of Amtrak's budget, we are making a special effort at the round of labor negotiations now underway.

We have begun several new programs designed to increase revenues. Real estate development is our most promising alternative

revenue source. We are working in partnership with a major private developer to assemble a development package for Philadelphia's 30th Street Station and 30 acres of air rights owned by Amtrak north of the station. The mixed-used development could include a hotel, major office buildings, restaurants, shops and parking. Private investors are interested in both equity and debt financing on this project as well as a possible role as hotel manager. The City of Philadelphia is heavily involved as a partner in the overall project.

We are also exploring commercial contracts for our heavy duty maintenance shop at Beech Grove, Indiana, and for training personnel for other corporations in our own training programs.

We are seeking to attract a consortium of private investor-users for a new $30 million fiber-optics communications system which we need for our own Northeast Corridor operations. This system offers significant commercial applications, too. Amtrak brings to the table a nearly uninterrupted, immediately available right-of-way between Washington and Boston through New York.

We will introduce a new computerized reservation ticketing system this fall to help attract and keep new customers.

Amtrak will begin putting 150 new long-range passenger cars into revenue service this year. These are currently in production by the Budd Company. Our experience has shown that on routes where new equipment is introduced we experience a quick ridership surge of up to 30%.

We project additional ridership revenue from expanded state-supported trains. Revenue from state-funded trains is up 35% over 1979. Amtrak has eight new state-supported services in operation and another nine states have applied.

We will continue our aggressive fare policies without jeopardizing ridership growth. In 1980, we increased our fares 17% and our ridership stabilized despite a 16% reduction in route miles. Our revenue improved by 14.4%. Sizeable fare increases are scheduled in FY 1981 over FY 1980 and we expect a 21% growth in revenues.

The final major program designed to increase our revenues is the Emerging Corridor program, through which Amtrak can expand services between major cities in highly populated corridors.

By offering fast and convenient service between major population centers, 100 to 500 miles apart, we can begin to make really efficient use of the fixed system already in place.

Some 20 such Emerging Corridors were recently analyzed by Amtrak management in conjunction with DOT.

We have clearly reached a point in the corporation's development where we have a seasoned national rail transportation system in place which is delivering energy-efficient, fast, convenient service and is gaining increasing ridership support. Every dollar invested in new equipment directly yields new revenue and generates increasingly attractive returns on the investment.

If Congress will exclude the costs from our budget which are already excluded from the costs of other transportation companies because they are paid for by the government, then we will assemble a budget covering the remaining true costs which the other modes also bear. With this budget we would operate in 1982 with payments covering more than 50% of our costs.

RLEA supports Amtrak

In a statement to both House and Senate transportation subcommittees, Fred J. Kroll, chairman, Railway Labor Executives' Association, stressed the need for continuation of Amtrak as a means to provide efficient transportation for people in this country. And the need today is greater with the rising price of gasoline and of possible fuel shortages in the years ahead, especially of oil. An abstract of Kroll's statement follows:

By the time Amtrak began operation, the traveling public for over 13 years had been urged in every possible way to use other forms of transportation. That education was effective. It will remain effective until rail passenger operations in terms of quality and, to a great extent, quantity, are re-established in this country or until the public simply is forced back to the rails as it was in 1973 by the scarcity and cost of gasoline.

Amtrak has been the subject of some ten separate statutes in its ten years of life. Significantly, the Congress has continued to clarify and refine its concept of the role of Amtrak in our transportation network.

The Rail Passenger Service Act of 1970 embodied vague objectives which conflicted with its operative provisions. **The legislation of 1972** gave Amtrak more control over its train operations. **The 1973 Act** demonstrated Congress' intention to make Amtrak a permanent part of our transportation system by requiring establishment of one experimental route each year; providing more funding (grants to $334 million, loans to $500 million); reasserting the right of eminent domain; rescinding Amtrak's dependance on the railroads for its employees; and, requiring access for the elderly and handicapped.

The 1974 and 1975 Acts increased Amtrak's operating grants by $200 million in 1974 to $597.3 million in 1975. The 1974 Act recognized Amtrak's potential as an aid in solving our energy and

environmental problems. Further expansion of the system was required, ultimately to extend to the major population centers of the 48 contiguous states. The 1975 Act charged Amtrak with establishing criteria for evaluating its route network.

With the enactment of the 4R Act in 1976, Amtrak, for the first time, became a railroad. It acquired trackage and properties in the Northeast Corridor. For the first time, it had control over part of its route system. Congress provided funds for the rehabilitation and upgrading of the Northeast Corridor services and assigned specific travel time goals between cities along the corridor.

By 1978 Congress recognized that Amtrak, as a passenger carrying railroad, could not be expected to return a profit and so changed its "for profit" designation to "operated and managed as a for-profit corporation."

In 1979 a 13% route reduction took place and the **Amtrak Reorganization Act of 1979** was enacted. This legislation provided financial and ridership guidelines for specific routes; operating expenses were allocated for two years and capital expenditures to three, finally providing Amtrak management the chance to undertake some long-range planning.

The 1980 Act restricted itself to the development of the Northeast Corridor.

Clearly, over the past decade we have progressed from a tentative, experimental and uncertain beginning to a clear position of establishment and maintenance of a nationwide rail passenger service. That process suddenly is threatened with reversal and the service with extinction.

What will it cost this country to keep Amtrak? And conversely, what will it cost us to destroy it?

Since 1971, Amtrak has received direct government aid of some $4.984 billion, including $900 million in loan authority. Between 1975 and 1979, Amtrak received grants of only $943 million (4% of the federal outlay for transportation).

Amtrak has continually improved its revenue-to-operating cost ratio. Under present law Amtrak must improve its record to 44% by Fiscal 1982 and 50% by Fiscal 1985. A number of point-pairs on the Northeast Corridor reflecting frequent service and density of population average between 51% (New York-Washington) and 67% (Boston-Newport News). In the San Diego-Los Angeles corridor, the addition of 3 round trips in 1976 to an already existing 3 round trips, increased ridership and the revenue-cost ratio dramatically. By August, 1979, fares covered 82% of the costs on the additional trains and one was actually operating in the black.

To remove financial aid from Amtrak in anything like the magnitude suggested by the Administration is to exterminate it as the National Railroad Passenger Corporation and reduce it to a Northeast Corridor Rail Corporation. That act will forever remove intercity rail passenger service from our transportation system. Does the proposed national budget reduction justify the destruction of intercity rail passenger service in this nation?

It seems to us at least that this country cannot afford to dismiss the existence of Amtrak simply because at the present time there is a pressing need to trim our nation's budget. The future of transportation in this country will be governed by the availability and the cost of fuel.

No one can deny that it would be in our national interest — indeed, every passing event in the Middle East and every action of the OPEC countries demonstrates it to be vital to our national interest — to have a nationwide rail passenger system that would be fully utilized by the traveling public.

We are convinced that the time is relatively near when citizens of this country will take the trains because the automobile will be too expensive or unavailable to them. The accuracy of this conclusion is confirmed by the events which occurred during the gasoline "shortages" of 1973 and 1979 and by analysis of the present intercity ridership of Amtrak — the young, the elderly and minorities, those who can least afford the soaring cost of gasoline and air fares.

If Amtrak is destroyed, we will lose the most potentially energy efficient means of passenger transport available, depending upon the intensity of use — which will increase in direct proportion to the rise in quality and quantity of rail service and the increase in cost of gasoline and decline in its availability. We will also lose our safest and environmentally cleanest mode of travel.

RLEA says Defense Department ignores impact of dismembering ConRail and Amtrak systems

If Secretary of Defense Weinberger feels that it is essential to the national security not to break up AT&T, (the "most important communications network . . . to service our strategic systems in this country") he should take a close look at Administration programs to break up the ConRail and Amtrak railroad systems, Fred J. Kroll, president of the Brotherhood of Railway & Airline Clerks and chairman of the Railway Labor Executives Association, said.

In a letter to Secretary Weinberger, Kroll wrote that the "headlong rush to tear apart the ConRail system" in the northeast quadrant of the country and "to strip down Amtrak operations to the 450 miles between Washington and Boston" could have

"the most profoundly serious implications" for national defense in some future emergency situation.

Kroll urged Secretary Weinberger to use his influence with the Reagan Administration and Republican legislators to stop the attack on the two railroad systems. He offered to provide the Secretary with facts and figures on the "essentiality of the two railroad systems to the nation's economic health in peacetime and to defense effort in some future period of national emergency.

Text of Mr. Kroll's letter follows:

"I have read with great interest the newspaper reports of your letter to the Attorney General pleading for an end to the long drawn out anti-trust suit against the American Telephone & Telegraph Co. on the basis of the nation's security need for an integrated communications system.

"On the same basis, I would most urgently point out that we who work for the nation's railroad transportation systems are concerned about the current efforts to dismantle the ConRail system which covers the northeast quadrant of the country. That headlong rush to tear apart the ConRail system would cause infinite damage to the economy and to our defense preparations. ConRail links many of the country's most important industrial centers, and provides rail access to such major Atlantic ports as Boston, New York, Philadelphia and Baltimore. In addition, ConRail links the northeast quadrant of the nation to major industrial and agricultural sources in other parts of the United States.

ConRail links many of the country's most important industrial centers and provides rail access to such major Atlantic ports as Boston, New York, Philadelphia and Baltimore.

"At the same time that the effort is being made to 'divvy up the most profitable sections of ConRail among the highest bidders, and let the devil take the hindmost, a similar effort is being launched, under the cloak of economy, to strip down Amtrak operations to the 450 miles between Washington and Boston. While I am not privy to the future planning operations of the Department of Defense, I can hardly imagine that any rational planning for a future national emergency does not include the movement of large numbers of troops and civilians by rail transport. Certainly, from the standpoint of energy consumption — which could be a crucial factor in such an emergency situation — railroads would be a most economical method of moving large numbers of people and huge amounts of material.

"In summary, Mr. Secretary, we in the Brotherhood of Railway & Airline Clerks as well as railway labor generally are worried about the long-range effects of the current moves to curtail or effectively destroy ConRail and Amtrak. We know from our experience the essentiality of the two railroad systems to the nation's economic health in peace time, and to the defense effort in some future period of national emergency. We fear the most profoundly serious implications for the national security if ConRail and Amtrak are destroyed in the name of 'economy' that is both false and short-sighted.

"My colleagues in railway labor and I personally would be pleased to discuss these matters with you and present facts and figures which we believe are highly relevant to defense planning."

Some ConRail facts

As for **ConRail,** the Administration wants to dismantle it, selling off as many lines as possible to other carriers. As an interim mean, it wants to cut federal funding to such an extent that service to some communities will have to be cut, jobs eliminated, and remaining employes forced to give up wage increases, benefits and job protections.

Rail labor favors continued support of ConRail toward the goal of a self-sustaining, healthy rail operation serving the transportation needs of the Northeast and Midwest. We oppose changes in the present operation that would leave communities without adequate service and demand inequitable sacrifices from ConRail workers.

Some of the facts supporting rail labor's position are:

ConRail is the nation's top revenue railroad, handling over 43% of the rail traffic in the Northeast. ConRail serves a region which has 40% of the industrial capacity of this country. Over 30% of the rail traffic in the entire country originates or terminates on ConRail. Without service the damage to the economy of the entire country would be severe.

Tough start. ConRail was formed in 1976 by act of Congress from the remains of bankrupt carriers. After only five years of existence, it is just starting to recover from over 20 years of neglect and mismanagement by its predecessor railroads. Moreover, the Staggers Rail Act of 1980 was designed, in part, to help get ConRail on its feet, but hasn't been given a chance to take effect.

Performance. ConRail has shown dramatic improvement since 1976. Its service is now competitive with any railroad in the country. Track and equipment have been upgraded. Labor costs have been reduced and operating losses continue to drop.

Service. ConRail is crucial to many businesses and communities in the 13 states it serves. It is important to the automobile and steel industries, and also carries large amounts of coal.

Labor. As a short-haul, terminal-intensive railroad, ConRail requires more workers than carriers operating in other parts of the country. But even so, it has reduced its workforce by nearly 20% to 80,000 and continues to reduce labor costs as a percentage of revenues.

Energy efficiency. ConRail offers service that is more energy efficient than competing modes of transportation.

Other considerations. The dissolution of ConRail would wreck Railroad Retirement by further reducing the number of contributors to the pension system.

An Administration view of ConRail

In testimony before the US Senate Subcommittee on Surface Transportation, Robert W. Blanchette, administrator, Federal Railroad Administration, gave this view of ConRail. (Abstract presented).

Without precluding ideas that others may have, there are four major courses of action available to deal with the ConRail problem. First, ConRail could maintain the status quo, with modest reforms, and continue to limp along with an annual Federal infusion of funds. Second, we could attempt to make ConRail approach self-sufficiency through maximum realization of reforms in labor, route abandonments, and pricing changes. Third, most of ConRail's principal lines could be transferred to profitable railroads or other buyers. Finally, through an auction process, much of ConRail's traffic could be assumed by other railroads through modest extensions of their own lines to reach ConRail's shippers. Each of these basic options may have one or more variations.

Adequate rail services in the Northeast must be continued, but within the private sector.

The status quo is unacceptable by all admissions. The Northeast rail problem has cost the Government over $7 billion, much of which will never be recaptured. ConRail is not, and cannot become, financially self-sufficient as presently structured.

Attempting to make ConRail into a financially self-sufficient corporation, the second option, will require unprecedented cooperation and sacrifices by ConRail's employees, connecting carriers, suppliers, shippers, and state and local governments. This option is a high risk, high-cost proposition. The analysis USRA presented in its December 1980 report shows that, even if ConRail were to make significant improvements, it would be short between $1.5 and $2.1 billion over the next 5 years, exclusive of labor protection.

The burden of providing passenger and commuter services must be lifted from ConRail or those railroads which assume ConRail's services.

The third option is to transfer ConRail's principal lines to profitable, private sector railroads. The complexity of such an undertaking should not be underestimated, but the Department must consider an option which would ensure that the region's most essential traffic is handled in the private sector by successful railroads.

The fourth option is to auction as much of ConRail's traffic as possible to other railroads, which would acquire only those segments of ConRail needed to connect their systems to ConRail's customers. This solution would be more disruptive to ConRail shippers and employees than an organized transfer. However, it remains available if all other options fail.

The inescapable conclusion is that ConRail's services and the properties necessary to provide those services must be assumed by the private sector. ConRail's properties should be acquired by other railroads and must be operated in the private sector. Most of ConRail's lines have traffic which can be handled profitably by other carriers. Private-sector railroads, both those in the Northeast and the western carriers, should be offered ConRail's properties.

The burden of providing passenger and commuter services must be lifted from ConRail or those railroads which assume ConRail's services.

DOT is sensitive to the labor dislocations which would result from sales of ConRail's lines to other railroads, and would support a labor protection package which would provide benefits not greater than those provided in the case of Midwest bankrupts. Not all of the essential dialogue on the labor protection issue has yet occurred, and it is essential that rail labor participate in developing the solution.

The ultimate impacts on labor are likely to be less

severe in a solution involving sales to the private sector than they would be under a restructured ConRail. In order to achieve viability, ConRail would be forced to make drastic changes in its labor costs and work rules. In contrast, purchasing railroads would implement their own work rules, rules which are the product of the normal collective bargaining process. We will work with ConRail, the other railroads, and labor in resolving these issues.

In summary, DOT believes that there are compelling reasons to integrate the Northeast rail services into those of the rest of the Nation. This can be accomplished only through the sale of ConRail's facilities and services to other railroads. The Department is confident that Northeast rail services can be provided by the private sector if the impediments related to passenger services in the Northeast Corridor, freight terminal costs in the Corridor, and labor protection costs are removed.

The Department does not favor more Federal funding support for Northeastern railroad service unless it is satisfied that a permanent, private-sector solution is at hand.

USRA says ConRail can be saved

In testimony before the US Senate Subcommittee on Transportation of the Committee on Appropriations, Stephen Berger, chairman, United States Railway Association, outlined means to keep ConRail operating. He suggested interim federal financing for a two-year transition period. If cost efficiencies could be realized over this period, Berger sees a 13,000-mile ConRail having a net income of $500 million on gross revenues of $7.5 billion in 1985. This compares with an 18,000-miles system in 1980 that lost $380 million. An abstract of Berger's testimony follows.

Our request for a 1981 supplemental appropriation of $300 million will be in addition to $185 million appropriated for FY 1981 in the regular appropriation bill. This $300 million will bring the cumulative appropriation for this purpose to $3,600 million as compared to cumulative authorizations of $3,629 million under the Regional Rail Reorganization Act of 1973 (3R Act), as most recently amended in October 1980 by the Staggers Rail Act.

Funds appropriated pursuant to this authorization have been used by the USRA to purchase debentures and series A preferred stock issued by ConRail. ConRail uses these funds along with internally generated funds to undertake major rehabilitation of plant and equipment and to cover operating losses.

Federal funds for assistance to ConRail in FY 1981 appear in two other appropriation accounts: a $60 million supplemental is proposed for "Rail Labor Assistance" to make employee protection payments as required by Title V of the Rail Act of 1973; and $25 million in supplemental funds has been requested as part of the $200 million manpower reduction program authorized in the Staggers Act. Both supplementals appear as part of the Federal Railroad Administration's budget. In addition, the Administration is requesting a FY 1982 appropriation of $50 million as part of the manpower reduction program.

The Association supports all three appropriation items. The $60 million request for Title V employee protection payments is essential since at least half of this amount has already been paid out by ConRail in accordance with the requirements of Title V and the remainder will be needed by the end of the year.

USRA's April 1 analysis of options for ConRail, pursuant to Section 703 of the Staggers Rail Act of 1980 reveals that there may be an opportunity for ConRail to become self-sufficient by 1985 if four basic achievements are realized: (1) aggressive use of its new economic flexibility; (2) tight management of its cost structure; (3) significant concessions by labor to increase productivity and reduce costs; and (4) legislation to relieve ConRail of the cost burdens of passenger and commuter operations and of long-term labor protection placed on the railroad at its beginning.

If all of these cost efficiencies are realized, the result could be a ConRail of approximately 13,000 route-miles with projected gross revenues of $7.5 billion and net income of $500 million in 1985. This is different from the present 18,000 route-mile system which lost $380 million in 1980.

One of the impediments to a self-sustaining ConRail is the cost of labor protection obligations that would result from any restructuring. The 13,000 mile configuration could result in a reduction of approximately 4,000 ConRail employees because of modifications to the plant size.

We believe ConRail's commuter responsibilities should be terminated not later than July 1982.

The Association estimates that labor protection costs under Title V could amount to as much as $2 billion in achieving a self-sustaining ConRail. But if protection were limited by legislation to that granted in the Milwaukee Railroad Restructuring Act or in a 1972 Central of New Jersey abandonment proceeding, the costs would be reduced, ranging up to

$580 million and $53 million, respectively. One of our assumptions regarding the future viability of ConRail is that labor protection would not be the railroad's responsibility — a condition which varies from existing law. I must emphasize that USRA believes that ConRail cannot become financially self-sustaining, despite all the productivity improvements I have outlined, unless it is relieved of this labor protection burden.

Another major obstacle to viability is ConRail's passenger service operations. No other railroad in the country, including AMTRAK, is responsible for as varied and complex commuter services as is ConRail. ConRail is the largest commuter carrier in the country. Not only do commuter operations drain working capital, they also divert a great deal of management attention from ConRail's principal task of providing freight service.

The challenge to ConRail in the next two years to turn itself into a successful freight railroad can only be hindered by continuing to burden it with passenger operations. We believe ConRail's commuter responsibilities should be terminated not later than July 1982.

ConRail may be able to achieve viability by 1985 with limited Federal funding of operating losses through fiscal 1982 and of capital expenditures through fiscal 1983. But, as a condition to this further funding, ConRail should be required to achieve very substantial, visible progress through a two-year transition period. USRA believes that performance milestones should be established to measure progress over the two-year period.

In USRA's view, this two-year transition period would make the most effective use of the resources necessary either to ensure ConRail's success or to provide the solid planning and improvements to ConRail that are prerequisites for a potentially successful "controlled transfer."

In considering the controlled transfer, it is important to understand that the process depends on the number of acquiring railroads, their degree of interest in various ConRail routes and markets, the degree of Federal involvement in the transfer operations, and other factors.

Despite the inability to gauge the precise costs of a transfer, we believe that it would be cheaper in the long run to provide the two-year transition period USRA recommends.

The future of ConRail depends on the active cooperation of all interested parties — management, labor, shippers and states. Management must achieve efficiencies of operation. Labor must allow productivity improvement. Shippers must pay compensatory rates. States and communities must mitigate the economic impact of line abandonments with financial assistance. I believe the Federal Government must be prepared to assume the cost of interim financing for ConRail as well as the responsibility for solving the labor protection issue if it is to realize its original goal of a revitalized, profitable railroad serving the Nation's largest industrial area.

RLEA view on ConRail

Railway Labor Executives' Association's views on ConRail were presented to the Subcommittee on Surface Transportation of the US Senate Committee on Commerce, Science and Transportation, by Fred J. Kroll, chairman. An abstract of Kroll's testimony is presented.

Rail labor vigorously opposed the Penn Central merger until it became obvious that the Interstate Commerce Commission was going to approve the merger. In order to protect the employees of the merging railroads, the rail unions negotiated an employee protection agreement with the managements of those railroads. At that point the unions' active opposition to the merger ceased although they, through the RLEA, continued formally to oppose the merger.

The ICC, as expected, approved the merger and the employee protection agreement which we negotiated became the ICC-imposed protective formula for all Penn Central employees, contract and non-contract alike, as required by Section 5(2) (f) of the Interstate Commerce Act.

The facts demonstrate that the Penn Central employee protection agreement played virtually no part in the bankruptcy of that railroad.

The facts of record demonstrate that the Penn Central employee protection agreement played virtually no part in the bankruptcy of that railroad from a cost or expense point of view. This conclusion is confirmed by the evidence placed in the record before the ICC more than one year following the merger when the RLEA sought to have the protective arrangements extended to employees of the Penn Central subsidiaries who had been affected by the merger. The cost of employee protection was at that time, and later, miniscule compared with the hundreds of millions of dollars that the merged railroad was losing annually.

The employee protection agreement did play an unexpected, adverse role at the outset of the merger. As a result of the agreement's execution well before

the ICC's approval order became final, the implementing agreements adjusting seniority rights, etc. which the protection agreements required, were also completed and executed prior to "merger day"; and, when that day came the two major railroads involved were thrown together too fast and instead of their gears meshing, they stripped. Had the implementing agreements not been in place on merger day, the physical coordination of the operations would have had to await the successful negotiation of those implementing agreements. Such a delay might well have permitted a more intelligent operational and physical merger of the rail properties involved.

ConRail is vital to the viability of the rail transportation network of the United States.

Rail labor realized that a federal reorganization court applying the railroad bankruptcy laws could never pull the Penn Central from the operational and financial quicksand into which it had fallen. Rail labor early on sought the help of Congress. It knew that if Penn Central ceased operations totally or in substantial part, there would be economic chaos in the Northeast and very probably throughout the United States.

While ConRail certainly has not yet risen from the ashes of the bankruptcies of the Penn Central and the other Northeastern railroads which collapsed with it, it is obvious that without the legislation which created ConRail we would today be neck deep in a transportation crisis which would have this nation on its economic knees. I believe that everyone who had a part in the enactment of the 3R Act can be proud of that accomplishment.

ConRail quite obviously is far from perfect and changes may have to be made in its organizational and operational structures, but ConRail is vital to the viability of the rail transportation network of the United States. It must be continued in operation.

At the present time ConRail has the highest gross revenue of any railroad in the United States, $3.69 billion in 1979, $3.155 billion from freight alone. It retains 43.2% of the market it serves, having lost only 4% since 1976. ConRail carries 450,000 passengers per day and operates commuter service for transportation authorities in Connecticut, New York, New Jersey, Pennsylvania and Maryland. ConRail has on its active payroll 74,436 employees, down from 97,053 in 1976. Of this number, 62,593 work in freight service and 11,843 in passenger service. ConRail also has about 10,814 people on furlough. Of ConRail's employees, 41,388 are "fully protected" under Title V of the 3R Act and 12,744 are "partially" protected, meaning their protected status will expire in one day to five years depending upon the length of their service prior to enactment of the 3R Act. Among the protected employees are some 1672 on furlough from the railroad.

The five-year trial period through which ConRail has just passed is hardly a reasonable basis upon which to destroy ConRail unless there is no feasible alternative. Indeed, considering the absolute destitution of the ConRail plant on April 1, 1976, which, for the three-year period between the enactment of the 3R Act and ConRail's takeover had been allowed virtually to stand and rot, its ability to retain its share of the market would indicate not only the need for its services but a certain success in its operation.

On a 1979 total gross revenue of $3.69 billion, ConRail's loss of $176.2 million is about 4.8%. According to the proponents of railroad deregulation, the benefits of that legislation are supposed to net ConRail $100 million; and, ConRail states that removing passenger service from the area of its responsibilities would remove an annual loss of $50-$100 million. Consequently, if we are to believe what ConRail has heretofore informed this Congress would be the results of the actions taken by Congress at ConRail's request, we must assume that on a 1979 traffic level ConRail could break even with no further changes in the law except the excision of responsibility for passenger service.

ConRail has also suggested that its employees should come forward — apparently unilaterally — and suggest ways in which they could reduce their earnings, such as eliminating their "work rules" and freezing or cutting their wages. In the first place, ConRail must be aware, as everyone in the United States with a modicum of knowledge in labor relations knows, wages, rules, and working conditions

ConRail retains 43.2% of the market it serves, having lost only 4% since 1976.

are bargained for collectively. Unilateral changes cannot be made and are not volunteered by either side. While ConRail seems to call on its employees to suggest unilateral changes which would reduce their incomes, we dare suggest that ConRail might look inward. ConRail surely is susceptible to improving management practices — "management work rules," if you will. It is common knowledge that Penn Central and its successor ConRail has continually suffered from terminal managment disfunction. As

Edward Deming, noted productivity expert has often pointed out management is usually 80% responsible for a bad productivity record. Employees, of course, are the easy, available target but management controls when, how, and under what circumstances the work gets done. The refrain, however, is always the same: Too many employees, getting too much money, for too little work.

In considering ConRail's performance, one must also realize that ConRail operates in an area which makes it "terminal intensive," that is, there are many short hauls with much switching of cars and many movements within terminals, all of which slow down the overall movement of a train between cities. Costs are higher and taxes are higher in the Northeast than elsewhere. A 200-mile run across Missouri, Iowa, or the Dakotas is not the same as a 200-mile run across the heart of the Northeast.

An essential consideration of the problem would be to know the difference between the full cost of eliminating ConRail and the cost of continuing it in operation.

It is incumbent upon the Congress and the Administration now to weigh the present and the future costs of permitting the demise of ConRail. Removal of ConRail would not only cause unemployment for tens of thousands of ConRail employees and additional tens of thousands of wage earners who depend upon the existence of ConRail for their livelihoods, but it would steepen and hasten the overall economic decline of the entire Northeastern United States with all the adverse tax and welfare consequences such a decline would effect.

It seems to us a responsibility of the Administration and the Congress to determine what would be these long-range costs of eliminating ConRail. No one, to our knowledge, has presented to this Committee or any committee of the Congress an estimate of the full cost in dollars (such as additional highway maintenance expenditures due to the billions of additional truck ton miles over those highways; lower tax revenues; higher welfare payments) and the social cost measured in terms of the depressed quality of life inherent in the elimination of ConRail. Such an estimate is essential to an intelligent consideration of this problem, as we must know the difference between the full cost of eliminating ConRail and the cost of continuing it in operation.

The employees of the railroads involved in the creation of ConRail and their representatives worked vigorously for a solution to the problem which had been created, through no fault of theirs, by the collapse of Penn Central and other Northeastern railroads. During the course of discussions which were held by numerous interested parties in search of a solution to that problem, it became clear that those railroads, which employed over 100,000 people would be required to cut back and extensively rearrange work forces. We knew that upon the enactment of any legislative solution to the Northeast crisis many of these employees would lose their jobs while others would be transferred to distant points.

The labor organizations desired the employees who were to be affected to have protection under the legislation at least as good as that which they had received with the Penn Central and which employees generally were provided in mergers in the railroad industry. A committee representing the various labor organizations was formed and discussed this matter informally with representatives of the railroads. The railroad management and labor representatives met with then Secretary of Transportation Claude Brinegar and he suggested that they work out a protective formula for inclusion in the proposed legislation.

Following the meeting with Secretary Brinegar a negotiating committee was formed with Southern Railway President Graham Claytor and Union Pacific Chairman Frank Barnett as management representatives and a number of union officers representing the interests of the labor organizations. I was a member of that Committee. An agreement ultimately was reached and recommended to the Congress which adopted it as Title V of the Regional Rail Reorganization Act. The protective formula incorporated as Title V of the 3R Act was based upon the type of protection which at that time applied to virtually all of the employees of the Penn Central as well as those of the Erie Lackawanna.

Waivers of certain contractural and statutory rights were made to ConRail in return for the protection accorded the employees.

The railroad labor organizations recognized that ConRail could not be successful unless they were willing to waive certain contractual and statutory rights which they had and could have exercised against the respective bankrupt carriers which would make up ConRail. Therefore, the organizations agreed to such waivers in return for the protection

accorded the employees.

One of the contractual rights waived by the employees was the restriction on transfers of work between railroads. The employees agreed that work under ConRail's jurisdiction could be transferred from one former railroad property to another former railroad property at the discretion of ConRail management. There was also a provision made for the transfer of employees between what had been the properties of different railroads.

The employees also agreed to waive the contractual employment and compensatory protection they had obtained through many years of negotiations with the railroads and the statutory, ICC-imposed protections they traditionally and consistently had obtained in ICC merger, sale and abandonment orders. As consideration for those major concessions and other concessions, the Congress determined that the employees should receive the protections contained in Title V.

Employees and their representatives want ConRail to succeed.

There was no way to discern with any degree of accuracy the cost of the application of Title V until the last employee entitled to protection actually reached age 65. However, a cost figure for the protective arrangement was set at $250 million. The figure was based generally upon a supposition which did not materialize. The railroad managements had conducted some studies and concluded that the major cost of the Title V protection would be confined to separation allowances and moving expenses, all to be paid within a relatively short time following ConRail's takeover. As it turned out, however, ConRail varied its operational plans resulting in more employees accepting displacement allowances and fewer accepting separation allowances than originally anticipated. Consequently, the largest payments have been made in the form of monthly displacement allowances. Of the $250 million in payments made under Title V under the first authorization, approximately 72.2% was in the form of monthly displacement allowances. When the Staggers Rail Act amendments to Title V were being considered by the Congress, ConRail's employment force numbered about 94,000. Of that number some 80-85,000 were covered by Title V and approximately 12,000 of those (about 14%) were receiving displacement allowances. The Staggers Rail Act, of course, changed that situation.

Another, and major, reason for the reduction of the $250 million Title V funding at a faster rate than originally assumed has been the exceedingly sharp increase in the inflation rate since 1973; an increase which no one foresaw.

The Staggers Rail Act amendments virtually removed the necessity for paying monthly displacement allowances except to those employees deprived of employment. The authorization contained in that Act, however, is being expended at a faster rate than anticipated for two reasons: first, Congress did not fund Title V for about one year during which the railroads were not reimbursed for MDA payments which they had made and the first appropriation under the Staggers Rail Act was consumed by the Railroad Retirement Board's reimbursement of those payments to the railroads which had made them (Michigan Interstate received no reimbursement as it has not paid its employees the money owed them under Title V since February, 1980); and, second, the severe recession, if not depression, in the auto and steel industries which has caused the lay-off of over 1672 protected ConRail employees.

The employees and their representatives want to be fair in this matter. They want ConRail to succeed. ConRail, however, must cooperate in seeking a solution to our common problems. There has been no such cooperation in the past. Rail labor cannot work alone and in a vacuum.

Instead of seeking solutions with the representatives of the ConRail employees, L. Stanley, the chief executive officer of ConRail, to date at least, has sought government assistance in evading ConRail's responsibility to its employees, not only under Title V but also under the employee protection provisions of all other federal statutes such as the Interstate Commerce Act. ConRail's report, released recently, seeks legislatively imposed modifications in its collective-bargaining agreements. Such actions can be viewed as nothing less than a prelude to the deliberate dismantling and destruction of ConRail.

UTU says ConRail can be saved

United Transportation Union has taken a major step toward a cooperative approach to improve ConRail's operations. Fred A. Hardin, president, recently announced that UTU had hired two eminent economists to recommend ways and means to improve ConRail operations. An abstract of Hardin's remarks follow.

If there ever were any doubt, there should not be now: labor has a direct interest in the industry which employs its workers and how a company is managed. Indeed, organized labor has an obligation to assure

that a company is managed so that it can support a rising standard of living for its employees.

One of the biggest challenges facing railway labor this decade is to help assure ConRail's economic health. To that end, the UTU has initiated a far-reaching effort to develop a plan that will preserve ConRail's jobs and network, upgrade service, and eliminate the need for Federal financial assistance.

The UTU is not prepared to accept the cannibalization of ConRail that would result from an abrupt cut-off of Federal funds as presently proposed. That would be a prescription for disaster. It would doom the fortunes of a great many people and a whole region of the country.

Heavy industry will not survive for long without a means to transport heavy freight. We will all lose unless labor, management, and the Government cooperate to turn ConRail around while preserving jobs and the network.

We cannot have a strong defense without a strong railroad system in the heavily industrialized Northeast. And it is important to understand that one-third of all railroad traffic in this country either originates or terminates in ConRail territory.

The UTU initiative has two parts: first, effective quality control and second, sound railroad business management and economics. With the cooperation of labor, management and Government, ConRail could regain market share, stabilize employment, and improve productivity, efficiency, and job satisfaction.

We propose to apply to ConRail the same methods that brought success to Japanese industry.

Those techniques enabled Japanese industry to transform the label "Made in Japan" from a warning signal to a sign of quality workmanship. We have turned to the same man to whom the Japanese turned in 1950. He is Dr. W. Edwards Deming, the eminent American consultant in statistical studies.

Dr. Deming states: "The methods that have brought such success to Japan's industry are directly applicable to ConRail."

Dr. Deming can use these same methods to discover causes to loss, such as waste, delay, customer dissatisfaction, damage, and operational problems. In addition, Dr. Deming can apply these methods to discover who is responsible for corrective action.

Basically, Dr. Deming finds two causes of loss. It is caused either by a fault in the system, to be corrected by management, or by a local fault, which can be attributed, for example, to a particular crew, local condition, or piece of equipment.

"In our experience," he states, "the bulk of problems that we discover — around 85% — are the fault of the system and hence chargeable to management, and only about 15% are faults of local performance."

Deming states: "Reduction of waste of materials and time of man and equipment will improve service to customers, and thereby stimulate demand for service." ConRail could regain market share; indeed, Dr. Deming indicates prospects for real growth. That's the way to create jobs.

Contraction, on the other hand, creates either unemployment or labor protection payments. Scaling back ConRail will be little more than a transition to oblivion.

The key to good railroading is access to the main line. It is not good railroading to cut feeder lines, which are the lifeblood of an operating railroad.

Without traffic, even a slick main line is a losing proposition. Without the UTU approach, a cut-off of funds would precipitate the paring of feeder lines — a slow but probable death for a railroad.

We think it is far more rational and, in the long run, less costly, to minimize loss, not customers. Dr. Deming's method is to improve service and to build business by reducing loss. Deming states: "Our approach is to find weaknesses in service, and to correct these weaknesses before customers complain and switch to other routes or modes of haul."

Statistical methods can help to improve ConRail's traffic.

Dr. Deming's techniques can work. It will take the cooperation of labor and management.

The second part of the UTU initiative involves re-orienting the network configuration in order to preserve the maximum number of lines and operate the network profitably. The configuration we visualize is derived from actual railroad operating data analyzed by Dr. D. Daryl Wyckoff, professor at Harvard University's Graduate School of Businesss Administration.

Based on his knowledge of railroad economics and business management, Dr. Wyckoff is preparing a memorandum to set forth a framework for approaching this task. With his guidance, we are trying to create options to make it possible to preserve the maximum number of lines, thus preserving the integrity of the nation's rail service. At the same time, it should afford continued employment of ConRail's current employees.

Men like Deming and Wyckoff, will put the blame where it belongs — on management or labor or Government. That is what we seek, too. We want to locate the problems. We in the UTU are willing to accept our part of the blame and work to correct faults in the system. We only ask that management and Government do the same.

Let me give you an idea of a configuration we are

looking at. It would streamline movement of freight over long distances, say Philadelphia to St. Louis. At the same time, it would focus regional feeder-line operations on the needs of local markets.

When the memorandum is complete, we will ask management to cooperate with us in this area as well. From the initial steps we have taken, I am encouraged that the two-part UTU approach would revitalize the railroad freight business in the Northeast and Midwest.

In addition, it would facilitate re-industrialization and stimulate economic development and jobs creation in the states served by ConRail. The UTU approach would provide certainty to shippers.

Customers would have good reasons to expand operations rather than relocate outside the ConRail territory. Quality rail service would attract new enterprise. It would provide communities and states with new economic development opportunities.

The task before us is great. Much is at stake. Unless we succeed, we can expect widespread and long-term economic dislocation for business, labor and the entire public of the Northeast.

The effort we have initiated is necessary in order to serve the best interests of these groups. It requires the cooperation of management, labor, and the Government.

Statistical approach to ConRail problems is feasible

Dr. W. Edwards Deming, consultant to UTU in the statistical study, describes his method for improving the quality and productivity of service on ConRail. An abstract of his report follows.

Statistical methods find where problems exist, and the level of responsibility for corrective action. Any source of waste, delays, dissatisfaction of customers, damage, and problems of operation, can be classified by statistical methods into (1) faults of the system, to be corrected by management, and (2) local faults, which can be attributed to a particular crew, local condition, or particular machine or piece of equipment, although maintenance of equipment is the responsibility of management. In our experience, over a wide variety of industries, service industries as well as manufacturing, the bulk of the problems that we discover — around 85% — are the fault of the system and hence chargeable to managment, and only about 15% are faults of local performance.

Reduction of waste of materials and time of man and equipment will improve service to customers, and thereby stimulate demand for service. ConRail could become competitive in service, and enlarge their market. Instead of contraction, the result could well be growth.

Application of statistical methods is not a one-shot deal. It is a continuing education process from here on out for both management and employees, with action as indicated by statistical methods.

Knowing what to do to effect improvements is vital. Simply working harder is not the answer. Efforts must be directed to work smarter, not harder.

In the application of statistical methods, every individual can see what his contribution must be.

There is no simple pushing of elbows that will produce the desired effect. Application of statistical methods requires the complete cooperation of every employee, management, and labor.

The first step is education of top management, and top leaders of labor, followed by education of a large number of people in simple statistical techniques, applicable to each one's realm of activity.

It is unwise to lay down the premise that contraction of ConRail is the solution. No one knows what would happen if ConRail would put to work the power of statistical methods for improvement of quality and productivity, for improved and reliable service.

Statistical techniques can be put to work only with data. For our service, we will need access to information. To mention some details, we may need, to start with, information on items like the following, for large terminals and yards.

1. Distributions of time elapsed between order and placement of car.
2. Distribution of time elapsed between release and pull.
3. Distribution of time between pull and departure.
4. Time of transit.
5. Frequency of delivery of unsuitable car (type or condition).
6. Reasons for delays at ends in transit.
7. Distribution of time spent in classification.
8. Studies of costs, where waste is obvious.

These are only possibilities. Management and employees of ConRail will suggest many more items for study for improvement of service and productivity.

Another study would be to learn from shippers what their requirements are, and their satisfaction and complaints, how they are being served by rail and truck, including their own private hauling. It will be important to learn why so many companies have put in their own private hauling, taking business away from the railways.

We are statisticians. It is not our job to conceive of all the possible troubles, faults, and ways in which service could be improved. It is our job to work with employees and management, coupling and supplementing our knowledge of statistical techniques with the vast storehouse of knowledge of marketing, maintenance, operations, finance, and service of the employees of ConRail.

Our approach is to find weaknesses in service, and

to correct these weaknesses before customers complain and switch to other routes or modes of haul.

Again, the aim is to improve service and to build business, by use of statistical methods.

This joint effort of management, labor, and statistical methods, may well turn out to be a turning point for ConRail, and in fact for the railway industry.

Florio has concern over Northeast Corridor service

When conducting hearings on commuter and other rail services in the House of Representatives Subcommittee on Commerce, Transportation and Tourism, Chairman James J. Florio expressed concern over the Reagan Administration cuts in funding for transportation services in the Northeast Corridor. An abstract of his remarks follow.

The Administration has proposed a tremendous reduction in federal assistance for transportation as part of its move to make transportation systems self-sustaining and user supported.

Next year the Administration has proposed cutting a total of more than $800 million out of three major transportation programs — the Northeast Corridor Improvement Project, Urban Mass Transportation Administration operating assistance, and Amtrak. Furthermore, the Administration plans to eliminate all federal operating assistance for mass transit by 1985; to terminate funding for the Northeast Corridor Improvement Project two years earlier than had been planned; and to sharply curtail Amtrak funding starting this year.

All of the information I have seen indicates that cuts of this magnitude would force the collapse of commuter and intercity rail systems in the Northeast on which millions of people depend. The commuter rail systems in the region, as you know, have tremendous capital needs which will only be made worse if UMTA assistance is eliminated. States and local governments have serious budget problems which are likely to prevent them from increasing their level of support for these systems. Fares, therefore, would be forced up beyond a level users would pay.

Amtrak would also be set back in its effort to provide timely, reliable intercity rail service which is competitive with automobiles. Cuts in the Northeast Corridor Improvement Project will make it impossible for Northeast Corridor service to meet trip time goals. In addition, cutbacks in the scope of the corridor improvement project could seriously reduce track capacity and make it difficult for Amtrak to do proper maintenance.

Clearly, the region's highways and airports are already being used to full capacity. If the region's rail system collapses, what then happens to the 250,000 riders daily who use the region's commuter rail system? What happens to the 30,000 intercity passengers who use corridor rail service daily?

The current institutional arrangements for commuter service defy description. Complicated interrelationships and agreements between ConRail, Amtrak, the local commuter agencies, the labor organizations and others, divorce responsibility from control. Suggestions have been made to replace ConRail as the operator. At our hearing last month in New York City, we heard of a possible alternative to ConRail operation — a Northeast Corridor corporation.

Regardless of who operates this service, however, it is essential to the transportation system of the region. A half million people per day travel on ConRail commuter trains.

In many cases, however, the cost of this vital service is escalating beyond the ability of the commuters to pay. On Monday, for example, New Jersey Transit Corporation proposed a 50% increase in commuter rail fares effective July 1, 1981. Hopefully, some of the alternatives we will consider will make it easier for commuter agencies to control their costs, and maintain reasonable fares.

I believe improvements can be made in the provision of commuter service if all the participants are willing to make difficult decisions. It cannot be done precipitously so that a bad situation becomes worse. It may require additional funds, particularly for long deferred capital needs which threaten the viability of service if not addressed.

Does business stress cause high blood pressure?

Stress on the job is a real problem for most of us. Many people think high-pressure jobs cause high blood pressure.

Scientists and doctors aren't sure if stress causes high blood pressure. But, one thing is for sure: *anybody*, no matter how they react to stress, can have high blood pressure.

If you have high blood pressure, you can control it—with medication, weight control, less salt, and whatever else your doctor tells you to do, every day.

No matter what you do for a living, keep on living.

High blood pressure. Treat it and live.

National High Blood Pressure Education Program
National Heart, Lung, and Blood Institute
U.S. Department of Health and Human Services

RLEA calls for Northeast commuter service to be handled by independent agency or Amtrak

Testifying before a Senate Subcommittee on Surface Transportation, Fred J. Kroll, chairman, Railway Labor Executives' Association, called for the Northeast commuter services to be "moved lock, stock, books, tickets and barrel to an independent ConRail Commuter Corp. or to Amtrak." An abstract of Kroll's testimony follows in which he outlines the problems and some of the underlying conditions to the present situation on the Corridor.

ConRail performs an immensely important commuter service. It is the largest commuter operator in the nation carrying some 450,000 passengers in commuter service each day. It transports more railroad passengers than does Amtrak.

ConRail performs commuter services for a number of state authorities from Connecticut to Maryland. ConRail claims that its commuter operations cost it between $50 and $100 million a year. RLEA concludes that if ConRail so strenuously objects to conducting commuter operations, those operations could never be as efficient or effective as they should be and therefore RLEA does not object to a separation of ConRail's passenger operations from its freight operations.

It is appropriate that attention be directed to some past practices which have had no little part in bringing us to where we find ourselves today in commuter service on the Eastern seaboard.

Some years ago it was decided to convert commuter service equipment to expensive, highly sophisticated, self-propelled multiple unit cars. Because of constantly recurring mechanical problems with these cars a "technician" had to be hired to ride the cars in order to keep them operating. Since the MU cars operate only by electricity, more lines had to be electrified at enormous cost to accommodate the new cars. Many of the cars which have been purchased operate over only one type of electrified line and cannot be used on other commuter lines which utilize different types of electric currents or voltage. We know of one example where some 160 cars were purchased for an electrified line over which they could not operate and have since merely been stored or used as replacements for cars operating over other lines when those cars are in need of repair.

Many cars have also been purchased with coupling devices which are incompatible with the couplers on the cars in use so that they cannot be put into the same trains with existing cars and require the purchase of special "compromise couplers" in order to be placed in service.

High-speed locomotives have been purchased which cannot operate at high speeds without derailing and so must be used at slow speeds, and yet those same locomotives continue to be purchased.

Because many of the newly purchased cars cannot be used, the older cars — up to age 60 and 70 — are kept in service; some without usable toilet facilities or reliable heating or any air conditioning.

The two-track tunnel to Penn Station is a serious bottleneck to commuter traffic. The problem is caused primarily by the storage of commuter cars on the tracks. The cars are stored there because the facility where they were formerly stored, Sunnyside Yard, has been reduced from some 77 tracks to about 37 tracks.

The MTA has spent untold millions of dollars in the construction of a double-decker tunnel from Long Island in an attempt to relieve some of the pressure on the Pennsylvania Station. The Long Island should have a place to store its equipment but at present, the equipment must be stored on its property in the station and by using the cars on long deadheading runs.

Employees and their representatives have made innumerable suggestions to management to enhance the efficiency and productivity of the service, virtually all of which have fallen on deaf ears.

We recognize that regardless of how we got here, we are now here and have to do something to solve our problems.

RLEA supports the transfer of the ConRail commuter operations, if for no other reason than because ConRail says it doesn't want them and obviously, if ConRail doesn't want them, it won't use its best efforts regarding them. If any rail service requires the absolutely best efforts of the operator, it is commuter service.

Since ConRail commuter operations should go somewhere else, the question then becomes where should they go? We believe there are only two

choices. The operations should be transferred in toto to Amtrak or to an independent ConRail commuter subsidiary with a board of directors representing the authorities involved in the particular service rendered, the federal government, labor, and the public. Either of these choices involves the least trauma to the riders and employees; and each provides a readymade receptacle for all present commuter service elements such as equipment, facilities, employees, ticketing matters, maintenance, etc.

In the case of either Amtrak or an independent ConRail commuter corporation, the carriers involved, the public and the employees would be best served by maintenance of the rights of the employees — on a limited basis — to serve both in freight and passenger service. That is now the situation with ConRail commuter employees and it adds nothing to the cost of operations. In part, it improves productivity because it provides a resource from which the freight and passenger operations, no matter who is the operator of them, can draw experienced personnel when needed. That is the way the operations are now being performed and the movement of employees between freight and passenger service has been less than 1%. The basic reason for this is simply that the men in passenger service want to stay in passenger service.

It is a simple historical fact railroad employees are the least likely to strike of employees in any industry of the nation.

I would now like to address the suggestions and some of the comments contained in the "Commuter Rail Institutional Alternatives Report" which I am informed was placed in the record of this hearing by the New Jersey Department of Transportation and the New Jersey Transit Corporation. That Report, as I understand it, would have a Northeast corridor corporation formed which would have governance over all commuter activities now performed by ConRail. That corporation, as would the other suggested alternatives contained in the Report, would be based upon those New Jersey labor laws which govern police and firefighters in that state. The right of commuter employees to strike would be eliminated; final offer arbitration would be instituted; and, the arbitration panel would be "guided" by rules which would invariably impel it toward the adoption of the management's final offer. Such unique and drastic action is believed necessary, says the Report, because the Railway Labor Act requires bargaining in a "strike-prone environment" and because commuter operating cost problems are due primarily to employee "manning" rules.

In support of its "strike-prone labor relations environment" charge, the Report cites only one strike. There would seem to be good reason for this single citation because there has been only one strike in commuter service of any significance in the past 8 or 9 years. There have been none on ConRail commuter runs; and there have been no significant strikes involving commuter operations in the Chicago area where commuter operations are performed by the Burlington Northern, the Chicago & North Western, the Milwaukee, the Chicago, South Shore & South Bend, and over commuter lines of the former Rock Island.

It is a simple historical fact that railroad employees are the least likely to strike of employees in any industry in this nation. On the contrary, when commuter operations are manned by railroads which are basically freight railroads, there is almost never a strike over commuter problems and when those railroads are struck, the commuter service is exempted from the strike. This was the case, for example, in the 1979 Rock Island strike. ConRail has had no strikes in commuter service and its predecessor, Penn Central, had a one-day strike in 1973 and before that I recall none. The Boston & Maine has had two one-day strikes in about ten years.

The record is almost the same when one views commuter railroads which engage in comparatively little or no freight operations such as PATH which underwent two strikes in the past 8 years; the Long Island which also had two strikes in the past 8 years; and, Staten Island Rapid Transit which has undergone three strikes since 1974.

The factual record compels the conclusion that strikes are very unlikely on commuter railroads and even less likely when a freight railroad operates commuter service.

To sum up, if ConRail does not want to operate the commuter service, that service will never succeed under ConRail's supervision. ConRail says it can save some $50 to $100 million by excising commuter service. It should be given the opportunity to make that saving.

The service should be moved lock, stock, books, tickets and barrel to an independent ConRail Commuter Corporation or to Amtrak. Under no circumstances should it be moved to the control of authorities which have demonstrated a marked inability to bargain with their employees and require restrictive laws giving them virtual dictatorial powers over their work forces.

Massive cuts in Corridor improvement program now mean higher operating costs

Clark Tyler, group vice president, Amtrak, testified before the House Subcommittee on Commerce, Transportation and Tourism. He described how substantial cuts in the Northeast Corridor Improvement Project will increase operating costs for Amtrak. An abstract of his testimony follows.

The Northeast Corridor is representative of Amtrak's greatest potential as well as its greatest problem. The potential lies in demonstrating that revitalized roadbed, equipment and stations along with the convenience of increased frequencies, service and speed can reverse years of decline, deferred maintenance and automobile reliance.

The problem is that the incurrence of substantial fixed costs borne by no other mode of transportation and the mixed use of the corridor by freight and commuter traffic, as well as intercity trains, could overwhelm the project with institutional and economic difficulties.

Amtrak's future is closely tied to solving the problem and maximizing the potential. We know the corridor type operations attract the most riders, yield the best revenue to cost ratios, have the most impact on energy savings, provide the best utilization of equipment and produce the lowest cost per passenger. We also know that there is the opportunity in such operations to financially involve State and local governments to generate private development around intermodal terminals, to spur down-town revitalization, and to coordinate with what should be an expanding commuter rail service.

Amtrak looks at any effort to reduce Federal subsidies to rail passenger service as an opportunity to aggressively attack some of the more oppressive costs associated with rail operations. This we intend to do.

The important point to keep in mind is the well-proven rule of thumb that undue cuts in capital funding tend to increase operating costs. That is the area we are most concerned with when it comes to the Northeast Corridor Improvement Project. Quite frankly, the project has changed in plan and design so many times that cost escalations have fed on themselves wiping out intended savings and compromising service goals.

A major concern of Amtrak is the number of maintenance-of-way bases that have been deleted from the Northeast Corridor Improvement Project. Originally, NECIP funding included 13 maintenance-of-way bases, including buildings and facilities at each base. The $2.5 billion plan calls for maintenance-of-way bases with buildings and warehouses only at four locations. Any further reduction in funding will only have a more serious negative impact on maintenance costs in the future. In addition, without changes to the antiquated tunnels electrification, and signal and communication systems, improvement of our cost/revenue ratio will be extremely difficult.

Without electric traction north of New Haven, the New York to Boston trip time would be increased 15-30 minutes because of engine changes at New Haven and the loss of the acceleration/deceleration benefits of electric locomotives. This 15-30 minute time loss will produce an estimated revenue loss of $4.2 million to $8.4 million 1981 dollars. The accepted formula for calculating this figure is that for each increase in running time of one percent, there is a corresponding one percent decrease in ridership and revenue.

In addition, without electrification Amtrak would be faced with the following decisions:

- Determine the effect on electric locomotive fleet size. Amtrak estimates that 7 of the 47 AEM-7's on order would not be required but could be reassigned to replace a few E6OCP locomotives now in use.
- Determine the effect on diesel locomotive fleet size for use north of New Haven. Non-electrification could require additional diesels in service between New Haven and Boston.
- Determine the New Haven facility impact. Although diesels are currently operating between New Haven and Boston, service increases would require more diesel and electric locomotive changes than previously planned. Facility size must accommodate this change.
- Determine the operating budget impact. Increased operation of diesel locomotives and consequent diesel and electric locomotive changes will adversely affect facility operating cost and add maintenance costs for diesel operation.
- It should be pointed out that there would be a modest annual maintenance savings without electric traction.

The Northeast Corridor should be seen as a convenient center of attraction for 15-20% of the country's population as well as a mover of people and freight between Boston and Washington.

Amtrak will not be the sole beneficiary of these improvements made in the Northeast Corridor. It was intended that all three service users of the NEC

were to benefit from the NEC Improvement Project, not just high-speed intercity passenger service. The goals established for the NEC Improvement Project in Title VII, Section 703, of the 4R Act included not only goals for the improvement of high-speed passenger service, but also included goals to improve both rail commuter service, Section 703 (2) (A), and freight service, Section 703 (3) (A). This property is used by intercity, passenger, commuter, and freight rail. Unfortunately, this tripartite arrangement has resulted in disputes over scheduling priorities within and between railroads and over methods of allocating maintenance costs of physical facilities.

Although we have been able to rationalize many of the scheduling and operating problems since we assumed responsibility for the Corridor, there has been no similar progress in settling long standing disputes over methods of costing despite the fact that all the parties to the dispute depend heavily on federal support.

The Corridor continues to be operated under a series of interim agreements pending the final determination of our equitable cost sharing arrangement. The disagreement between ConRail and Amtrak is relatively simple and basic: who should pay for the base costs of the Corridor that cannot be assigned to any one of the three users? It is Amtrak's view that if these costs are not shared we would be cross subsidizing freight and commuter operations.

The time has come to explore new ways to utilize the Corridor. The Corridor should not be seen as just the movement of people or freight but instead as the convenient center of attraction for 15-20% of the country's population. Accordingly, Amtrak is developing new projects capitalizing on corridor station locations. One example of this program is Philadelphia's 30th Street Station, where Amtrak has entered into a relationship with a well-known development group to commercially develop the Station and the adjacent 30 acres of air rights.

The scope of work contemplated includes renovation of the station and a new complex over the tracks, linked to the station by a sky walk, which could eventually include offices, an auditorium facility, a hotel, and retail shops. What initially attracted the developers to the 30th Street Station were the federal funds set aside under NECIP to make improvements to the station. Some of the funds can be matched and used by the locality or a private entity for non-operational improvements to the Station. With the cooperation of the FRA and the city, the funds for the station are being put together in such a way as to coordinate goals of all parties involved and to maximize their use to the development project. These federal, state and local dollars will leverage many more private dollars needed to realize the commercial development of the 30th Street Station.

In some cases, commercial development can actually help defray the cost to the federal government. A case in point is Washington's Union Station. As the committee knows, Union Station currently houses the National Visitor Center. The building is, quite simply, falling apart. It is in need of about $40 million to repair the building and to finish the incomplete parking facility in the rear of the station. Recently, the Park Service had to temporarily close the building for the safety of the public. And yet the federal government holds a lease on the building on which it will have to pay $3.5 million a year for the next twenty years. Since last year, Amtrak has advocated the commercial development of the station to help defray the cost of these lease payments. To pursue this point, Amtrak, commissioned a study by the Urban Land Institute (ULI). The Institute's panel, made up of seven well-known developers and land use specialists, affirmed the opportunities for successful commercial development of the station. The panel concluded that the station "should be primarily a transportation terminal and as such, the key anchor of the multi-use development." The panel also recommended that responsibility for the development be given to a single entity. Amtrak has offered to be that single entity and to apply to the task our experience as a railroad and as the owner and operator of stations.

These and other opportunities in the Northeast Corridor must be pursued. They serve to utilize the Corridor not only as a transportation resource, but as a means of contributing new revenues to help offset the costs of Corridor operation.

Regardless of who has the operational responsibility for the Corridor, these opportunities must not be lost. They not only provide the obvious direct benefits, but they represent the promise of urban revitalization, new jobs, and a growing tax base for many Northeastern cities.

Congressman Conte supports funding for NEC

Testifying before the House Subcommittee on Commerce, Transportation and Tourism, Congressman Silvio O. Conte, Republican from Massachusetts, spoke "in favor of the full funding of the Northeast Corridor Improvement Project." An abstract of his comments follow.

I am submitting this testimony on behalf of the 25 members of the bipartisan New England Congressional Caucus, which has been a strong

supporter of the Northeast Rail Corridor since its inception. The cuts proposed by the Reagan Administration are not justified. These cuts, totaling more than $300 million over the five years, would mean more than just the incompletion of a major rail project in the Northeast. In essence, it would mean that the federal government has not followed through on a substantial investment, and consequently, it could not expect to see many of the future dividends of greater ridership and higher revenues.

Furthermore, despite what some have tried to imply, the Northeast Corridor Improvement Project is by no means a continuing Federal subsidy, attempting to prevent a little used passenger service from dying. It is, on the contrary, a "one-shot" expenditure for the most used and most profitable corridor of the Amtrak system. If the funding is made now, the Corridor trains' speed and reliability will increase, more people will be attracted to the service, and in the long run these trains will be more capable of paying their own way. Full funding of the Northeast Corridor Rail Improvement Project would insure that Amtrak does not later return to Congress for even greater support in the future. Reducing the 1981 outlays by the proposed $25 million and the 1982 budget authority by $288 million would be a grave mistake.

The Northeast Corridor will provide an efficient, and possibly oil independent, transportation alternative for the 34 million people who presently live along the Corridor between Washington and Boston. With construction completed and improvements made, ridership is projected to increase 20% by 1984, or to 12.8 million passengers.

Increased ridership means increased revenues, a fact which further supports the argument for the full completion of the Rail Corridor. Amtrak officials project revenue increases to 108% between fiscal 1980 and 1984 ($118.2 million to $246.5 million).

A second argument against the proposed funding cuts for the Corridor is that as oil prices continue to rise, more and more of the region's population will be compelled to rely increasingly on this transportation alternative. It will greatly contribute to the lessening of oil dependence within the Northeast.

The Northeast Corridor Improvement Project is an economic stimulus for Corridor urban areas.

The region's consumption of oil, however, will be reduced not only be the diversion of these riders to the more fuel efficient Corridor trains, but also through the very nature of the Northeast Corridor itself. If the Corridor receives full funding, the electrification north of New Haven can be completed. As a direct result, the Corridor trains will be able to operate the length of the Northeast system solely on electricity. This would allow for transportation operations which are less dependent — and can become totally independent — of oil based fuels. It is estimated that by 1990, these factors combined will save 469,200 barrels of oil annually or 19.7 million gallons of gasoline.

A third major reason against a reduction in the Northeast Corridor budget authority is that the Improvement Project serves as a stimulus for economic revitalization within the urban areas along the Corridor. By using the Corridor's reconstructed or proposed transportation centers as magnets for economic development, millions of dollars in private funding have been leveraged, allowing many Northeastern cities to enjoy growth through new office buildings, hotels and shopping malls.

Stamford, Connecticut, for example, is currently planning a major intermodal transportation center located just a few blocks from the central business district. Although $22 million in federal funding is needed for the project, private investors, mostly in expectation of the completed station, have already committed over $500 million in the downtown area. In 1980 alone, a year of recession, economic development in Stamford spurred primarily through the prospects of its Northeast Corridor station development program, reached $61.9 million, producing $4 million in tax revenues and eliminating a $3 million tax increase.

Providence, Rhode Island has experienced the same phenomenon, with the promise of a new transportation center leveraging over $100 million in private investment and $6 million annually for the city in property taxes. In Boston, the South Station project will generate $600 million in private investment and create 3,500 jobs.

The Northeast Corridor Improvement Project, unlike many of our current Federal programs, has a direct and beneficial impact on our local economies.

Some have argued that, in requesting the full funding of the Corridor, the Northeast is shirking its responsibility for shouldering its fair burden of the budget cuts, which we all agree are needed to some extent. My reply to this accusation is that on a per capita basis the Northeast has in the past actually received 11% fewer transportation dollars than states outside the region. Moreover, a greater proportion of what the Northeast has received has been spent on railroads and mass transit, thus showing a greater encouragement of more energy efficient transportation and assuming a greater responsibility in reducing our national dependence on oil.

Northeastern governors support federal funding in Corridor

The Coalition of Northeastern Governors (CONEG) supports continued federal funding for commuter operations in the Northeast Corridor and continued funding for the Northeast Corridor Improvement Project. CONEG was founded in 1976 by the governors of Connecticut, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island and Vermont. An abstract of the testimony of William Lazerek, deputy commissioner of the bureau of planning & research, Connecticut Department of Transportation on behalf of CONEG before the House Subcommittee on Commerce, Transportation and Tourism, follows.

States and transit authorities are immediately concerned over where funding can be found to provide commuter rail service no matter who is operating the system. Commuter rail operations recently have shown steady ridership increases everywhere except on the SEPTA system. However, the costs of running, maintaining and replacing worn equipment and infrastructure has soared beyond increased ridership contribution to revenues. Every state and transit authority has pushed for greater contributions towards services from the farebox. In Connecticut, we increased fares by 25% in 1978 and have scheduled for an additional 30% increase this year.

However, there are limits to what riders will pay for increased services. SEPTA, for example, has increased fares 65% over the past year only to see ridership decline by 2 million as a result. While SEPTA's deficits has been moderately reduced these lost riders have added to the congestion on Philadelphia area highways which are already jammed with traffic. For example, one stretch of the Interstate highway in Philadelphia carries the highest daily volume of traffic of any highway in the United States. This congestion adds wear to the deteriorating highways and streets and increasingly impedes the movement of goods and passengers to the city's detriment.

It might be possible for most Northeastern states and localities to cover $117.26 million subsidy for commuter rail operations to be provided to the region through UMTA Section 5 funding during FY 1981, (if they had to immediately). However, by doing so, states would pay a high price in deferred maintenance and in delayed capital improvements so urgently required. The Metropolitan Transit Authority has estimated that the 10 year capital needs for just the ConRail portion of its service amounts to more than $1.6 billion. Another estimate made by Amtrak concerning needs for new and rehabilitated rollingstock, stations and mechanical facilities for commuter rails sytems in New York, New Jersey, and Philadelphia is in excess of $1 billion (with $600 million required for rollingstock alone).

The current "Hobson Choices" involving commuter rail revenues and their distribution between operational and capital needs will be exacerbated by the Reagan budget proposals. The elimination of operating subsidies (starting with a sharp drop in FY 1983) when combined with a leveling out of capital assistance under Section 5 may be more than the Northeastern commuter systems can absorb and continue to provide service in the public interest.

With respect to the Northeast Corridor Rail Improvement Project, the Administration proposes among other things, to eliminate electrification north of New Haven; to cancel a new signalization system for the entire Corridor; and to change grants available for station physical improvements to a Federal State cost sharing program, for a savings of $321 million through 1985.

The Corridor can produce significant economic multiplier benefits for the communities it serves.

The Coalition of Northeastern Governors strongly objects to these actions, which in essence, abandon all future prospects for high-speed rail services only eight months after Congress approved completion of just such a system.

We suggest that if the Administration wishes to reduce federal outlays over the next few years that it extend the current authorization of NECIP through FY 1987 and defer completion of big ticket items units FY'83 and FY'84. Such an approach would not waste the approximately $12 million in electrification program managements costs that have been made by the FRA and Amtrak. It would not waste that $20 million spent on catenery wire trains, which due to previous redirection and have seen little use on the south end of the Corridor. It will not leave Amtrak with an excess of electric locomotives among the 47 new locomotives it committed itself to purchase for use on the northern as well as the southern tier of the Corridor. Nor would it leave Amtrak with the 25% to 50% increase in future trains operations and maintenance costs because more expensive diesels will be required.

By leaving electrification and signaling in the budget, the region will have more than just an

expensive refurbishment of a 40-year-old system. It would have a rail spine to build on in the immediate future when high energy prices, increased highway congestion and airport overloads, eloquently demonstrate the vision of the four administrations and seven Congresses which have supported the notion of high-speed rail service in the Northeast.

Continued support of the Northeast Corridor Station Programs as is will bolster the promise the Northeast Corridor can produce significant economic multiplier benefits for the communities it serves. For the past two years CONEG and the Council for Northeast Economic Action have been assessing and encouraging private sector investment prospects in the Northeast Corridor. In many instances the private sector has responded positively to the prospects for improved rail services most especially in Boston, Providence and Newark, New Jersey. Delay in the station program improvements while a local match is found for basic structural improvements will dampen economic development prospects to a much greater extent than the $50 million or so in projects savings that the Administration's cost share would provide. For these reasons CONEG urges that at a very minimum the station improvement programs remain as a grant program.

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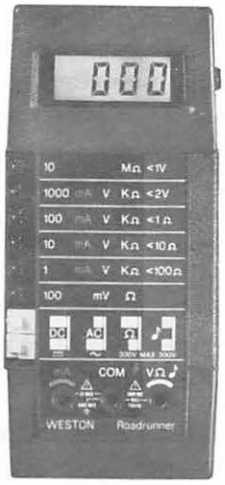

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Important events in American labor history

1967 Professional workers employed both their own independent associations and traditional trade unions during the year in increasing collective bargaining activity. AFL-CIO unions which organized professional workers moved towards closer cooperation. In March, they formed the AFL-CIO Council of Scientific, Professional, and Cultural Employees (SPACE), dedicated to enhancing organizing, collective bargaining, legislative, and public relations activities for the member organizations.

Early in the year, the unaffiliated Mine, Mill and Smelter Workers merged with the United Steelworkers. In mid-July, the merged unions and 25 others joined in a strike against major copper producers which continued through the remainder of the year.

A 5-man arbitration board, established by Congress in July after a 2-day railroad stoppage, imposed a 2-year settlement within the framework of previous bargaining on railroads and six shopcraft unions when the parties were unable to reach agreement within the time limits specified in the legislation.

A 3-year agreement calling for higher wages, a greatly increased supplemental unemployment benefit (SUB) plan, and other benefits ended a nationwide walkout at Ford Motor Co. which idled 160,000 auto workers for 7 weeks. Costs of the settlement were estimated at 90 cents an hour. Similar settlements were subsequently reached at General Motors and Chrysler without major shutdowns.

In its biennial convention, the AFL-CIO explicitly rejected the application of guidepost formulas to collective bargaining and reiterated its support of double time as reimbursement for overtime. Earlier in the year, Auto Workers' President Walter P. Reuther and other top UAW officials resigned most of their AFL-CIO posts, protesting the "complacency" of the Federation's leadership.

1968 On June 12, the Age Discrimination in Employment Act, signed by President Johnson the previous December, went into effect. The act made it illegal for employers, unions, and employment agencies in interstate commerce to discharge, refuse to hire or otherwise discriminate against persons aged 40 to 65. On November 27, the Secretary of Labor, in response to a requirement under the statute, recommended that no charges be made in these age

limits.

Provisions restricting wage garnishment — the practice of attaching portions of a debtor's salary or wage for satisfaction of creditors — were enacted as part of the Consumer Credit Protection ("Truth in Lending") Act of 1968.

A major Fair Labor Standards Act case was decided by the Supreme Court in *Maryland* v. *Wirtz*. The Court held that coverage of employees of State and local government hospitals and schools was a valid exercise by the Congress of article 1, sec. 8 (the commerce clause) of the Constitution.

The AFL-CIO created a new department to coordinate its urban rehabilitation programs, and pledged cooperation with business and government in placing the hardcore unemployed in jobs. The Federation's Building and Construction Trades Department announed a new program to facilitate minority race entry into trades apprenticeships. A number of AFL-CIO affiliated and independent unions also announced programs to aid underprivileged groups.

The United Mine Workers of America expelled its affiliate, District 50, in April, in a dispute over the latter's endorsement of atomic energy.

In July, the Amalgamated Meat Cutters and Butcher Workmen of America and the United Packinghouse, Food and Allied Workers, with a combined membership of about 500,000 completed a merger.

Following a long series of policy disputes and an earlier suspension, the United Automobile Workers formally disaffiliated from the AFL-CIO in July. The event marked the first major schism in the labor movement since 1957, when the AFL-CIO expelled the Teamsters and two other unions, charging corrupt practices. Shortly thereafter, the UAW and Teamsters formed the Alliance for Labor Action, to coordinate their efforts toward organizing, bargaining, community, and political goals. When other labor organizations were invited to join the new group, the AFL-CIO charged the two unions with attempting to set up a rival federation, and warned its affiliated unions that supporting or joining the ALA would be grounds for suspension. In November, following charges and countercharges of raiding, the ALA stated that it would be willing to enter into negotiations for a no-raiding pact with the Federation.

A 2-week nationwide telephone strike, the first in 20 years, occurred when the Communications Workers rejected company offers under a wage reopener clause.

The long copper strike, which had begun the previous July, was settled on a company-by-company basis, with the bulk of the workers finally returning to their jobs in late March, when the unions and larger copper producers came to terms.

Labor unrest among public employees, particularly in New York City, continued to mount. The city managed to avert a threatened transit strike, and to reach peaceful agreement with its non-uniformed employees (other than teachers), but experienced a 9-day garbage collectors' strike in February, a shorter strike by incinerator workers, and a bitter and prolonged walkout, beginning September 9, of its public school teachers over the issues of job security and school decentralization. The city and its teachers reached an uneasy truce on November 17. Teacher strikes also took place in Pittsburgh, Albuquerque, San Francisco, Hartford, and other cities. A 9-week garbage collector's strike in Memphis ended shortly after the tragic death of Dr. Martin Luther King.

1969 Four railroad brotherhoods — the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Firemen and Enginemen, the Switchmen's Union of North America, and the Order of Railway Conductors and Brakemen — merged to form the United Transportation Union (AFL-CIO), having a combined membership of over 200,000.

At the same time, the 2,500-member Railway Patrolmen's International Union merged with the 270,000-member Brotherhood of Railway, Airline, and Steamship Clerks.

The 8th biennial convention of the AFL-CIO voted to expel the 90,000 member Chemical Workers Union, which had joined the Alliance for Labor Action (considered by the AFL-CIO to be a rival federation) despite AFL-CIO warnings.

In December, the Bakery and Confectionery Workers, expelled from the AFL-CIO in 1957, returned to the Federation by merging with the American Bakery and Confectionary Workers' International Union (AFL-CIO).

The UAW-Teamster sponsored Alliance for Labor Action held its first convention. The ALA resolved to "revitalize the labor movement," organize the unorganized, and campaign for social and political action, tax reform, national health insurance, urban renewal, and cuts in military spending.

After expiration of an 80-day Taft-Hartley injunction on December 20, east coast dockworkers shut down major Atlantic and Gulf ports in a dispute over wages and benefits; "containerization" was a key issue. Settlement was reached in New York City in mid-January, 1970, and strikes at other ports ended shortly afterward.

On October 29, the President issued Executive Order 11491, Labor-Management Relations in the Federal Service, which replaced Executive Order 10988, Employee-Management Cooperation in the Federal Service, issued in 1962. Changes made by the new order included the establishment of a Federal Labor Relations Council to administer the program, and a Federal Service Impasse Panel to resolve disputes over new contract terms.

Travelers offers open enrollment for furloughed and retired employees

An open enrollment period in May, June, July, and August has been arranged by the Cooperating Railway Labor Organizations and The Travelers Insurance Company to make available coverage under Group Policy GA-23111 for those employees and their dependents (spouse and children over 14 days but under 19 years of age) not currently enrolled. During these months, any retired employee or an employee who is on leave of absence, furlough or suspension with respect to his railroad employment and who while in active employment was covered under Group Policy Contract GA-23000 may enroll for the group hospital, surgical and medical plans available under Group Policy GA-23111.

The premium rates for the various types of coverage are shown on the enrollment form appearing at the end of this Article.

Furloughed employees of a Hospital Association Railroad may enroll for dependent benefits only, unless such furloughed employees have discontinued their membership in the Hospital Association in which event they may also enroll for employee benefits.

No medical evidence of insurability will be required during the open enrollment for those not currently enrolled. In order to obtain the insurance, the only requirements are that the employee must have been covered under the Group Policy Contract GA-23000 while in active employment and submit a completed enrollment form with a check or money order for the required monthly payment before September 1, 1981.

Railroad employees described above may also insure their unmarried dependent children over 19 years of age but under 25 who are full-time students and unmarried dependent children over age 19 who are incapacitated by permanent physical or mental disability which began prior to age 19.

In addition, the widow or widower and surviving children of an employee who was covered as an active, furloughed or retired employee are also eligible to enroll under Group Policy GA-23111.

Active employees may also enroll under Plan D of GA-23111 to provide benefits for their parents and parents-in-law who are eligible for Medicare.

For those signing up during this four-month period, the insurance coverage will become effective on the first day of the month following receipt by The Travelers of the completed form and the check for the required monthly payment.

There are five plans available; three for individuals not eligible for Early Retirement or Medicare benefits, one for those who are eligible under Medicare and one for retired employees covered under the Early Retirement Major Medical Benefit Plan (GA-46000).

Plans A, B and C — For Persons Not Eligible For Early Retirement or Medicare Benefits

Plans A, B and C provide Hospital and Surgical Expense Benefits.

Plans B and C also provide Maternity Benefits, Medical Expense Benefits for doctor's charges for visits during hospital confinement, Radiation Therapy Benefits, Chemotherapy Benefits and Polio Expense Benefits.

Plan C only provides Supplemental Major Medical Expense Benefits in addition to the basic Hospital, Surgical, Medical, Radiation Therapy Benefits and Chemotherapy Benefits. It is important to understand, however, that the covered expenses considered under the Supplemental Major Medical Expense Benefits are limited to those expenses in the categories covered by the basic benefit provisions of Plan C as mentioned above. For example, reasonable Hospital room and board charges in excess of $55 daily or reasonable surgical charges in excess of the amount in the Schedule would be covered Supplemental Major Medical expenses. However, charges for drugs, private duty nursing, doctor's Home and Office visits, Lab and X-ray examinations, etc., which are not covered under the other benefits under Plan C would not be covered expenses under the Supplemental Major Medical Expense Benefits provisions.

Here is an outline of benefits available under these three plans:

	PLAN A	PLAN B	PLAN C
HOSPITAL BENEFITS			
Room & Board – Daily Benefit up to	$ 20	$ 35	$ 55
Room & Board – Maximum per confinement*	1,400	2,450	3,850
Hospital Extras and Emergency Out-patient, including Ambulatory Surgical Center Expense, up to* (Including Ambulance service up to $25)	200	700	1,000
SURGICAL BENEFITS			
Per Schedule up to	300	450	550
Obstetrics	(Not Covered)	112.50	137.50
DOCTOR'S VISITS IN-HOSPITAL			
Per day of hospital confinement	(Not	5	5
Maximum per confinement*	Covered)	350	350
RADIATION THERAPY BENEFITS			
Per Schedule – Maximum per Calendar Year; or for any one injury or sickness	(Not Covered)	200	300
CHEMOTHERAPY BENEFITS			
Maximum per Calendar Year	(Not Covered)	200	300
POLIO BENEFITS	(Not Covered)	5,000	5,000
SUPPLEMENTAL MAJOR MEDICAL BENEFITS	(Not Covered)	(Not Covered)	50,000

*Successive confinements due to the same or related causes are considered as one confinement unless there is a complete recovery from the injury or sickness causing the earlier confinement.

Plan D – For Persons Eligible Under Medicare

Plan D supplements full Medicare benefits and provides Hospital, Medical and Major Medical Expense Benefits. The Hospital Benefit covers hospital charges up to $204 for the first 60 days of confinement, $51 per day during the 61st through the 90th day, and room and board charges for semi-private rooms up to $102 per day for the next 90 days. The Hospital Benefit was liberalized January 1, 1981 to pay these increases in the Deductible and Coinsurance amounts required by Medicare.

The Medical Expense Benefit pays the first $60 of the total of charges in a calendar year for surgery, doctor's in-hospital visits, X-ray and laboratory examinations, and emergency out-patient hospital expense incurred within 72 hours of an accident or surgery.

The Ambulatory Surgical Center Benefit pays for the services and supplies furnished by an Ambulatory Surgical Center in connection with a surgical procedure performed there. Up to $144 for one accident or the same or related sicknesses is payable for services and supplies furnished within 24 hours of the procedure (within 7 days before procedure for diagnostic tests).

The Major Medical Expense Benefit is a very valuable part of this plan. After the insured person has paid the first $50 of expense incurred in a calendar year, the plan picks up 80% (50% for mental or nervous disorders while not confined as an in-patient in the hospital) of reasonable "covered expenses" in excess of that $50, the benefits payable under Medicare, and the basic Hospital and Medical Expense benefits. The maximum payable as to each insured person is $50,000.

edicare benefits are taken into consideration in determining what will be paid under Major Medical, it is very im- that all eligible persons be enrolled under Medicare in order to have the maximum possible insurance protection. son becoming eligible under Medicare, either because of attaining age 65 or becoming disabled at any age, must nder Plan D if coverage complementary to Medicare is desired.

elow is a Medicare Authorization form which, when completed by eligible persons and sent to The Travelers will ompt handling of claims involving Medicare benefits.

Medicare Insured–Employee

LAST

Health Insurance Claim Number (Include Any Letters)

Employee–Social Security Number or Railroad Retirement Board Number.

ORIZATION: I authorize The Travelers Insurance Company to release to The ers Insurance Company any information which is required to act on a claim under nplementary health insurance policy and permit a photostatic or other facsimile uction of this authorization to be used in place of the original. This authorization ffect until notice of revocation is received by The Travelers Insurance Company.

e of Medicare Insured (or *Authorized Representative*)–Employee

Date Signed

Medicare Insured–Dependent

LAST

Health Insurance Claim Number (Include Any Letters)

IORIZATION: I authorize The Travelers Insurance Company to release to The lers Insurance Company any information which is required to act on a claim under mplementary health insurance policy and permit a photostatic or other facsimile luction of this authorization to be used in place of the original. This authorization effect until notice of revocation is received by The Travelers Insurance Company.

re of Medicare Insured (or *Authorized Representative*)–Dependent

Date Signed

06

IMPORTANT NOTICE TO PERSONS INSURED UNDER PLAN D

The Travelers processes Part B Medicare claims for Railroad Retirement Act beneficiaries. If you complete this authorization form, Travelers will be permitted to automatically secure claim information to pay Plan D benefits each time you file a Part B Medicare claim. If you do not complete and return this authorization form, you will be required to file separate claims under Part B Medicare and Plan D.

Plan E — For Persons Covered Under The Early Retirement Major Medical Benefit Plan

Plan E supplements the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000) for employees who retire at or after age 61 and on or after July 1, 1978 under the 60/30 provisions of the Railroad Retirement Act of 1974 and who become insured under GA-46000. A disabled employee who meets the eligibility requirements of GA-46000 but is covered for employee Major Medical and Polio benefits only under GA-23000 as a Disabled Employee during the second calendar year following the last year of compensated service or vacation pay may also enroll under Plan E.

Generally, the Plan will pay, after satisfaction of a $100 deductible, 80% (65% for mental or nervous disorders while not confined as an in-patient in the hospital) of Covered Expenses not paid under the Early Retirement Major Medical Benefit Plan. For example, if an eligible person had $5,100 in covered expenses, benefits would be computed as follows:

Covered Expenses	$5,100
Early Retirement Plan (GA-46000) pays	4,000
Amount not paid by GA-46000	1,100
Less Plan E Calendar Year Deductible	100
	$1,000
	x 80%
Plan E pays	$ 800

As shown by this example, the combined benefits of the Early Retirement Plan and Plan E will pay 96% of covered expenses after satisfaction of a $100 calendar year deductible.

The Plan E maximum is $200,000 as to each covered person.

In order to enroll, simply fill out and sign the enrollment form reproduced below.

Mail the completed enrollment form with your check or money order to The Travelers Insurance Company, P.O. Box 3002, Group Department, Railroad Division, Hartford, Connecticut 06101. Persons eligible for Medicare should also send a signed copy of the Medicare Authorization form to The Travelers with their enrollment form.

GA-23111
This Completed Form Together With The Required Payment Is To Be Sent To:

The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 06101

NAME OF EMPLOYEE *(Please Print)*	EMPLOYEE SOCIAL SECURITY NO.	DATE OF BIRTH EMPLOYEE	DATE OF BIRTH SPOUSE	IS EMPLOYEE ELIGIBLE FOR MEDICARE?	IS DEPENDENT ELIGIBLE FOR MEDICARE?
Last First Middle Initial		*Mo. Day Yr.*	*Mo. Day Yr.*	☐ YES ☐ NO	☐ YES ☐ NO

HOME ADDRESS	REPRESENTED BY WHAT UNION?
No. and Street City State Zip	

NAME OF EMPLOYER (RAILROAD)	DEPARTMENT	DIVISION	LOCATION	EMPLOYEE NO.	DATE LAST WORKED	DATE OF EMPLOYMENT
					Mo. Day Yr.	

If you and/or your dependent(s) are covered by Medicare as a result of disability, please attach a copy of the red, white and blue Medicare card(s).

REASON FOR LEAVING ACTIVE EMPLOYMENT (See Pages 9-11.)

☐ FURLOUGHED ☐ DISMISSED ☐ DEATH _____ *Date* ☐ RETIRED–Age Annuity*
☐ SUSPENDED ☐ LEAVE OF ABSENCE ☐ RETIRED–Disability Annuity
☐ PREGNANCY ☐ TERMINATED ☐ DISABLED Date applied for Railroad Retirement Annuity Mo. ____ Day ____ Yr.

_____ *(Give Reason)*

*If you were disabled when you stopped working, please check both this box and the box for Disabled.

If an enrollment form is being submitted for a student child, incapacitated child or parent(s) it is necessary that such person(s) full name and date(s) of birth be shown below. If this information is not completed, the enrollment form cannot be accepted.

☐ STUDENT CHILD ☐ INCAPACITATED CHILD ☐ 1 PARENT ☐ 2 PARENTS ☐ DATE(S) OF BIRTH _____

Name and address of student child, incapacitated child or parent(s) for whom enrollment is being made

GA-23111

PERSON(S) TO BE INSURED	REQUIRED MONTHLY PAYMENT				
	Persons Not Eligible Under Medicare			PLAN D Each Person Eligible Under Medicare	PLAN E* Persons Eligible Under Early Retirement Major Medical Plan
	PLAN A	PLAN B	PLAN C		
Employee only	☐ $ 6.65	☐ $17.19	☐ $ 75.50	☐ $38.00	☐ $23.50
Dependents only or Widow/Widower and/or Children	☐ $ 7.76	☐ $17.19	☐ $ 75.50	☐ $38.00	☐ $23.50
Employee and Dependents	☐ $14.41	☐ $34.38	☐ $151.00		☐ $47.00
Each Parent – Eligible under Medicare				☐ $38.00	
Student Child (age 19 to age 25)			☐ $ 3.00		
Incapacitated Child (age 19 and over)			☐ $ 5.00	☐ $38.00	

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan or plans as described in the pamphlet (Form GI-47635) furnished to me in connection with Group Policy GA-23111.

*If you are applying for Plan E, please send a copy of your BA6 form, if available, with this enrollment.

_____ Signature of Employee

_____ Date

Railroad humor relived in book

"Hogheads & Highballs" is the title of a delightful book reliving many of the days of steam engines on the Southern Pacific published by May-Murdock Publications. Its author is Dick Murdock. Many of the interesting experiences related in the book came from columns in the *Port Costa News* which were written by retired Southern Pacific conductor Bill Knapke.

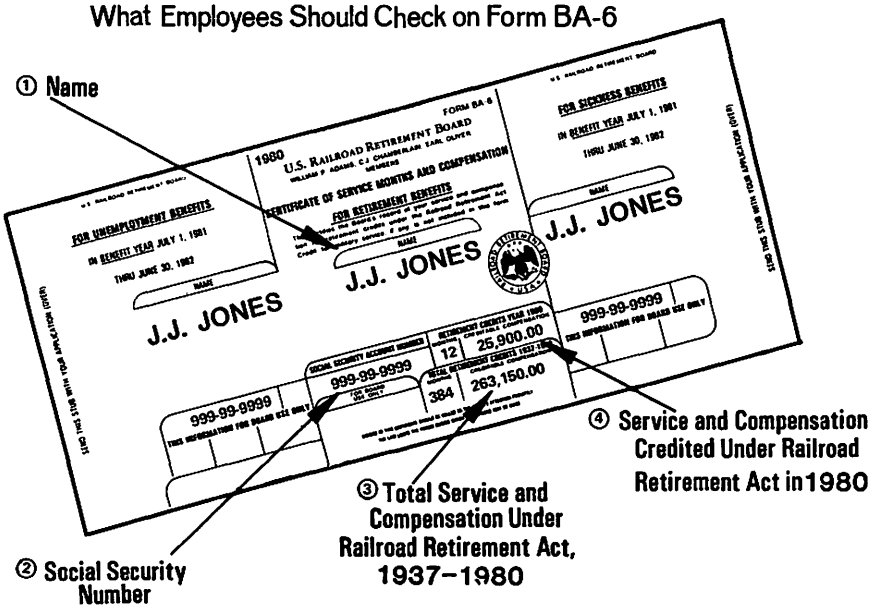
His column was illustrated by Merna Hutton who was a switchman's wife. She used drawings to describe her interpretations of railroad life.

An example of what the copy and the drawings do is about the term Shove 1, which means to couple all cars together in a track designated as #1 and shove them to the capacity of that track. However, the drawing shows a man pushing one box car. Railroaders will certainly enjoy *"Hogheads & Highballs"*. Its price is $5.00 and it can be ordered from May-Murdock Publications, Box 343/90 Glenwood Avenue, Ross, CA 94957. California residents add 6% sales tax.

Service statements issued by RRB

The U.S. Railroad Retirement Board recently completed the preparation of the Certificates of Service Months and Compensation, Form BA-6. These annual statements are important because they provide an employee with a record of his or her service months and creditable compensation in 1980, as well as cumulative railroad retirement credits after 1936. The statements

What Employees Should Check on Form BA-6



are also used by employees when they apply for unemployment or sickness benefits with the Board.

This year, BA-6 forms have been prepared for all employees who worked in 1980, regardless of the number of months worked or the amount of compensation earned. Most employees will receive them directly from the Board by mail in mid-June, although some BA-6 forms will be distributed through employers. Employees who worked for a railroad in 1980 and do not receive a Form BA-6 by June 30, or need a replacement form due to loss, may obtain one by visiting any Board office.

Each employee should check to see whether his or her own record of service and creditable compensation agrees with the Board's figures shown on the BA-6 form. The important figures that should be checked are indicated on the illustration of the form. In checking the 1980 compensation total, employees should be aware that only earnings up to $2,158.33 per month were creditable for railroad retirement in that year. Therefore, the maximum amount of creditable compensation that can be shown on the form for 1980 is $25,900. If there is a name difference, employees should keep in mind that the form contains only the first ten letters of the last name. In addition, employees who first worked for a railroad in 1980 may receive BA-6 forms showing only the first 5 letters of their last name, followed by an asterisk. This is not a name discrepancy.

Any employee who receives a BA-6 form with an incorrect name or social security number can obtain a corrected form if he or she brings proper identification to any Board office. Any other discrepancies in BA-6 forms should be reported to the Director of Data Processing and Accounts, U.S. Railroad Retirement Board, 844 North Rush St., Chicago, IL 60611. The employee should include his or her social security account number in the letter; otherwise, no corrective action can be taken by the Board. The time limits for correcting errors are shown on the back of the BA-6 form, along with certain Medicare and supplemental annuity closing date reminders.

The BA-6 form has detachable sections at each end. The section on the right side is used when the employee applies for sickness benefits, and the one on the left is used for unemployment benefits. The reverse sides of these sections also explain the best way to apply

for these benefits. The use of these sections prevents delays in the payment of unemployment or sickness benefits which occur when an employee enters the wrong social security account number on an application for benefits.

Rail-highway crossing deaths drop again

Preliminary figures indicate that 704 persons died in rail-highway grade crossing accidents in 1980. This compares to 729 in 1979. Federal Railroad Administration figures also show that the number of crossing accidents involving motor vehicles and trains were 9,776 in 1980 compared to 11,839 in the previous year. In percentage figures, deaths dropped 3.16 and accidents dropped 17.4.

Retirement annuity increases July 1

Railroad retirement annuitants, as well as social security beneficiaries, will receive cost-of-living increases in their monthly benefits, beginning with their July 1 checks.

The tier I portions of all employee and spouse railroad retirement annuities, and both the tier I and tier II portions of survivor annuities, will be increased by 11.2%. These increases, under automatic cost-of-living provisions, are the same as for social security benefits. However, if an annuitant also receives a social security benefit, the social security cost-of-living increase is subtracted from the railroad retirement tier I increase.

Current law also provides a separate 3.6% increase in certain tier II components of employee annuities, and in the entire tier II portion of spouse annuities. These increases are not reduced because of the beneficiary's entitlement to social security benefits.

Dual benefit windfall components, payable over and above tiers I and II to preserve pre-1975 dual benefit rights, are not subject to these increases. Nor are any cost-of-living increases applied to supplemental annuities paid by the Railroad Retirement Board.

Increases not paid on July 1 will be paid retroactively at the earliest possible date thereafter.

Also, the monthly Medicare premium will be increased for both railroad retirement and social security beneficiaries. The basic

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Medicare premium will increase July 1 by $1.40, raising the premium from $9.60 to $11.00.

Chessie general chairmen become CSX general chairmen

The Chessie System General Chairmen's Association, in an effort to unite the general chairmen involved or affected by the recent CSX merger, voted during its annual meeting held on March 19 and 20, 1981 in Williamsburg, VA, to change the name of the Association to the CSX General Chairmen's Association.

Elected officers of the CSX General Chairmen's Association were H. R. Watts, Jr., general chairmen — UTU, as chairman; W. D. Snell, general chairman — IAM&AW, as vice chairman; J. E. Harden, general chairman — UTU, as vice chairman; and R. F. Malcolm, general chairman — BRAC, as secretary-treasurer.

One of the guest speakers, William Mahoney, attorney for the Railway Labor Executives' Association, gave the general chairmen present an insight into many of pressing problems currently being faced which would require the cooperation and assistance of all the general chairmen, as well as the membership at large.

Many general chairmen from the SCL-Family Lines were present and they, along with the Chessie System general chairmen, unanimously supported the purpose of the Association which is to establish and maintain closer relations between the general chairmen and to provide means whereby the general chairmen may confer and cooperate on matters of mutual concern. As stated in the resolution to change its name, the purpose and the maintenance of an active general chairmen's Association "is now of even greater importance since the merging of the Chessie System and the SCL Industries into the CSX Corp." and the general chairmen present voiced their support in fulfilling its goals.

Passenger station survives into '80s

Southern Pacific's Walnut Creek California station is now a thriving restaurant. The station was built in 1891. The history of the station and of the times with interesting stories concerning people, places and things has been carefully compiled and written by Dick Murdock.

For those who would like to go back into the early years of the 20th century when passenger service abounded in this area just east of San Francisco, they will find *"Walnut Creek's Unique Old Station"* a delightful reading experience.

For copies send $2.00 to May-Murdock Publications, Box 343/90 Glenwood Avenue, Ross, CA 94957. California residents add 6% sales tax.

RRB INFORMATION

Medicare for railroad families

The Federal Medicare program provides hospital and medical insurance protection to railroad retirement annuitants and their families, just as it does for social security beneficiaries. Hospital insurance coverage is financed through payroll taxes paid by employees and employers, while the voluntary medical insurance coverage is financed by premiums paid by participants and by Federal general revenue funds. Medicare coverage generally begins at age 65, but coverage may begin before age 65 in the event of total disability or chronic kidney disease. In addition, recent legislation has liberalized the eligibility requirements for early coverage based on disability and certain enrollment and reenrollment requirements.

(1) What is covered by Medicare hospital insurance?

Medicare hospital insurance pays a substantial part of hospital bills. Covered services include semiprivate rooms, regular nursing services, drugs, supplies, and equipment furnished during a stay in a hospital. Inpatient hospital services also include

operating room charges, intensive care services, and other specialized services that are ordinarily available only in a hospital.

Under certain conditions Medicare also helps pay for care in a skilled nursing facility or at home after a hospital stay.

(2) What services does Medicare medical insurance cover?

Medical insurance helps pay for doctors' services, outpatient hospital care, and many other health services and supplies prescribed by a doctor, such as diagnostic services, X-ray or other radiation treatment, surgical dressings, casts, braces, prosthetic devices, medical equipment such as wheelchairs, and certain ambulance services.

The medical insurance plan is voluntary, and participants pay monthly premiums for it.

(3) Who is eligible for Medicare coverage before age 65 because of disability?

Disabled employees who meet certain earnings requirements, disabled widows (age 50 or older) and disabled children (age 18 or older and disabled before age 22) may qualify for Medicare coverage, generally after they have been totally disabled for at least 29 months. Individuals who meet these requirements, and are receiving disability annuities from the Railroad Retirement Board, are enrolled automatically when they qualify.

Some eligible persons who are not on the Board's rolls, such as the disabled children (age 18 or older and disabled before age 22) of retired employees, must contact a Board field office to apply for Medicare. Others who would have to contact the Board of Medicare coverage are (1) annuitants who retired before age 65 on the basis of age and have become totally disabled in the meantime, and (2) widows age 60 or older who are totally disabled, but have not filed a disability claim because they are receiving benefits on the basis of caring for minor or disabled children.

(4) Must an employee actually be receiving a railroad retirement annuity before he, she, or members of the family can qualify for early Medicare coverage on the basis of chronic kidney disease?

No, neither the railroad employee nor spouse nor dependent child need be an annuitant, but the employee must meet certain minimum earnings or service requirements. Also, the individual's physical condition must necessitate kidney dialysis (use of a kidney machine) or a kidney transplant. Medicare coverage can begin with the third month after the month he or she begins kidney dialysis.

(5) Did the Social Security Disability Amendments of 1980 affect Medicare eligibility requirements for disabled individuals under the railroad retirement system?

Yes. Although 29 months of total disability are still

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Control of work area warning systems can be circuited through ELDO. Contact closures are provided for derail position indications.

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generally required for Medicare coverage before age 65, and the first 5 months must still be consecutive, effective December 1, 1980, the last 24 months of the waiting period no longer need be consecutive. If a worker becomes reentitled to total disability benefits within 5 years after they ended (or within 7 years in the case of a disabled widow, widower, or child), any months during the first period of disability can count toward meeting the Medicare waiting period requirement. Under previous law, if a person recovered from disability, Medicare coverage would end; and a new waiting period was required if the person became disabled again. Under the 1980 amendments, if an individual had completed the Medicare waiting period during an earlier disability and becomes disabled again within 5 or 7 years, respectively, a new waiting period is not required.

Finally, Medicare coverage can now sometimes continue up to 2 years after a disability annuity terminates because of return to regular employment, as long as there is no medical recovery.

(6) How does an individual who will be 65 in 1981 sign up for Medicare coverage?

Enrollment for both Medicare hospital insurance and medical insurance is automatic at age 65 for annuitants on the Railroad Retirement Board's rolls. Since medical insurance is optional, an annuitant is advised of the right to decline this coverage at enrollment time. Railroad workers and eligible family members who have not yet retired at age 65 should apply for Medicare coverage at any Railroad Retirement Board office.

Even though a Medicare application can be filed at any time, the best time for non-retired persons to apply is during the 3 months before they reach age 65. They will then have both hospital and medical coverage beginning with the month they reach age 65.

(7) How does the time at which a non-retired person files for Medicare affect the date on which coverage begins?

While individuals may apply for medical insurance at any time, the effective date of coverage depends on when they apply. If they are not enrolled for medical insurance in the 3 months before they attain age 65, they can be enrolled in the month they reach 65 or during the next 3 months, but there will be a delay of one to 3 months before medical insurance becomes effective. If they enroll after this 7-month period, their medical insurance will be effective the first day of the third month after the month they enroll. However, premiums are increased 10% for each full 12 months they could have been, but were not, enrolled.

Hospital insurance can be applied for at any time, with coverage retroactive one year.

(8) How has recent legislation liberalized the enrollment and reenrollment requirements for medical insurance under Medicare?

Effective April 1, 1981, eligible persons may enroll or reenroll for medical insurance coverage at any time during the year. In addition, persons who cancel medical insurance coverage may reenroll any number of times. Previously, an individual could enroll for medical insurance only when initially eligible or during the first 3 months of any year, and persons who had voluntarily terminated medical insurance twice could not reenroll.

(9) What are the Medicare coinsurance charges a beneficiary pays for hospitalization in 1981?

In 1981, railroad retirement as well as social security beneficiaries covered by Medicare are paying higher deductible and coinsurance charges for hospital and skilled nursing services than in 1980. A Medicare hospital patient has to pay the first $204 of his or her hospital bill, $24 more than the 1980 charge of $180. The $204 deductible is roughly equivalent to the cost of one day's stay in a hospital. By law, the hospital insurance deductible is adjusted annually to keep pace with hospital costs.

A Medicare patient's daily bill for hospital care for the 61st through the 90th day has increased from $45 to $51; the daily costs of post-hospital care in a skilled nursing facility for the 21st through the 100th day have risen from $22.50 to $25.50. If a beneficiary uses "lifetime reserve" days (the extra 60 days a beneficiary can use if more than 90 days of hospital care are needed in a benefit period), the cost is $102 a day, $12 a day more than the 1980 charge.

(10) Will the Medicare premiums deducted from railroad retirement and social security checks be increased in 1981?

Through mid-1981, the basic premium will remain $9.60 per month plus 10% for each 12-month period a person could have been enrolled for medical insurance but was not. Effective July 1, 1981, the basic premium will increase to $11.00 per month, because of increased charges for medical services.

(11) Many private companies sell insurance policies to supplement Medicare coverage. How can an individual decide whether he or she needs this additional coverage?

A pamphlet, "Guide to Health Insurance for People with Medicare," is available free of charge at any Railroad Retirement Board office.

Because Medicare does not provide total health insurance coverage, many private companies sell health insurance policies to supplement Medicare. Before purchasing such a policy, Medicare beneficiaries should carefully examine the benefits offered to avoid purchasing policies which are unnecessary or which duplicate coverage. In addition, beneficiaries should be aware that no private insurance company or agent selling these policies is connected with the Federal Government.

News From Canada

CTC order delayed

The Railway Transport Committee (RTC) of the Canadian Transport Commission announced on February 11 that it will hold a public hearing on submissions filed with it in response to its show cause order on the Grange Report.

Following the release Jan. 19, 1981, of Mr. Justice Samuel Grange's recommendations on CP Rail's Nov. 10, 1979, derailment at Mississauga, twenty-three railways under federal jurisdiction were given until Feb. 9, 1981, to submit their views as to why the Commission should not restrict the length and speed of certain freight trains carrying dangerous commodities.

Such trains — those containing cars with friction (as opposed to roller) bearings and operating on lines with no hot box detectors — would have been restricted Feb. 12 to a maximum 4,000-ft. length and a 25-mile-an-hour limit through communities with populations of 500 persons or more.

As a result of the response to its show cause order, the RTC will not impose these restrictions pending the outcome of a public hearing in Ottawa April 21. A pre-hearing conference will be held March 31.

In its decision to hold a public hearing, the RTC said "not only the railways, but shippers of large volumes of freight have responded to the show cause order — and they have predicted wide-spread disruption of commodity shipments vital to the economic life of Canada.

"The commission has a responsibility under the law to test the validity of these claims before going ahead with its orders. This will be done in open court," the RTC said.

CN concerned over new CTC rules

CN Rail has offered the Canadian Transport Commission its full support for any reasonable steps that would improve safety in the transportation by rail of dangerous commodities.

In a brief filed with the commission in response to the regulatory body's request to show cause why proposed new rules should not be ordered into effect Feb. 12, 1981, CN Rail said the regulation could be counter-productive and reduce the safety factor instead of improving it.

Noting that Canada's two major railways are in the top three Class I railroads in North America for all-round safety, and that in terms of hot-box safety — a major concern of the recent Grange Report — CN Rail leads the industry, the railway expressed interest in participating in processes designed to further improve safety, but said solutions must "flow from consideration of all the implications."

The 48-page brief addressed the domino effect of the proposed regulation, from its initial impact on the railways to its ultimate effect on the Canadian economy. But it expressed concern about the fact that the regulation would not achieve the desired results.

The report said the commission's proposal that trains carrying dangerous commodities be shorter in length and travel at slower speeds through built-up areas could have a boomerang effect.

If the trains must be shorter and slower there would have to be more of them, increasing the opportunities for some types of accidents, CN Rail said.

In addition, the increased costs inherent in complying with the regulation would be passed on to those segments of industry involved in producing or using dangerous commodities, the railway said. The result could be that dangerous commodities currently carried by rail would be transported by other less regulated transportation modes, the brief said.

Since each rail tank car represents at least three more road tanker loads to travel through city streets and over highways, the report questioned the improvement in safety which would result.

Explaining the effect the increased regulation for dangerous commodities would have on the movement of all commodities by rail, the brief said over-all train service would deteriorate to the point where CN Rail would be unable to transport as much as 4 million tons annually of goods now carried. This would have a serious effect on the whole Canadian economy.

To cope in a practical way with the operational problems the regulation would bring, the railway said it would have to issue restrictions on the movement of all dangerous commodities.

Commenting on the proposed regulation, CN Rail president Ron Lawless said that following a derailment at MacGregor, Man., last year, the CTC had ordered the railway to make specific safety recommendations by April 1, 1981.

To accomplish this, CN Rail set up a task force which includes representatives from related industries and organizations.

"We are disappointed," added

Mr. Lawless, "that the CTC has issued its show cause order before our study group — or indeed the task force appointed by the Minister of Transport to make recommendations on the Grange Report — has had a chance to complete its work."

CN juge dangereux les nouveaux règlements

CN Rail a offert un appui soutenu à la Commission canadienne des transports dans toute démarche raisonnable susceptible d'améliorer la sécurité du transport par rail des marchandises dangereuses.

En réponse à une requête selon laquene le chemin de fer devait démontrer que la réglementation proposée par la Commission ne devait pas entrer en vigueur le 12 février 1981, CN Rail a déposé devant celle-ci un mémoire dans lequel il affirme que la réglementation pourrait aller à l'encontre des objectifs poursuivis et réduire la sécurité du transport ferroviaire au lieu de l'améliorer.

À la suite de ces représentations, la Commission a émis le 11 février une directive en vertu de laquelle les règlements sont mis au rancart en attendant la tenue d'audiences publiques sur la question à Ottawa, le 21 avril. Il semble que les expéditeurs soient intervenus auprès de la CCT, tout comme l'ont fait CN Rail et d'autres chemins de fer, et la Commission reconnaît qu'elle «est obligée, en vertu de la loi», de vérifier le bien-fondé des préoccupations exprimées, avant de mettre ses ordonnances en vigueur.

CN Rail souligne qu'en matière de sécurité générale, les deux grands chemins de fer canadiens se situent parmi les trois premiers dans la catégorie I des chemins de fer d'Amérique du Nord. Quant à la sécurité assurée par le détecteur de chaleur — principal élément de préoccupation du rapport Grange — CN Rail a le meilleur dossier de toute l'industrie. CN Rail s'est par ailleurs dit intéressé à participer à la recherche de solutions destinées à améliorer la sécurité; mais encore faut-il que ces solutions «tiennent compte de toutes les conséquences qu'elles pourraient entraîner.»

Le mémoire de 48 pages met en relief l'effet d'entraînement que le

CANADIAN MEMBERSHIP SURVEY

FOR

BROTHERHOOD OF RAILROAD SIGNALMEN

Have you filled out your survey? If not, please do it now.

Dear Member:

Our present contracts with the railways expire on December 31, 1981 and we will be serving demands to negotiate new contracts on October 1, 1981. In order to better represent you at these negotiations, we are interested in establishing your priorities in wages and fringe benefits; also, we would request your views on other areas related to the operation of our Brotherhood.

Please complete this survey NOW — **DO NOT DELAY**. Your opinions are important to our negotiations.

John E. Platt, *Vice-President*

R.E. McCaughan, *General Chairman*

A.G. Cunningham, *General Chairman*

règlement proposé aurait d'abord sur les chemins de fer, puis sur l'économie canadienne. Mais le fait que ce règlement ne permettrait pas d'atteindre le but désiré demeure une préoccupation.

Le rapport maintient que le désir exprimé par la Commission de voir que les trains transportant des marchandises dangereuses soient plus courts et voyagent plus lentement dans les secteurs habités pourrait produire l'effet d'un boomerang.

CN Rail soutient que les trains doivent être plus courts et rouler plus lentement, il devra y en avoir davantage, ce qui augmenterait les possibilités d'accidents dans certains cas.

De plus, les secteurs de l'industrie qui produisent ou utilisent les marchandises dangereuses devraient assumer les coûts supplémentaires de l'assujettissement à la réglementation. Il pourrait en résulter que des marchandises dangereuses transportées présentement par rail le soient désormais par d'autres modes de transport moins bien contrôlés.

Le mémoire se demande dans quelle mesure la sécurité serait améliorée, puisque chaque wagonciterne équivaut à au moins trois camions-citernes voyageant à travers les villes et sur les autoroutes.

Le document explique aussi qu'une réglementation plus stricte pour les marchandises dangereuses aurait des répercussions défavorables sur le transport de toutes les marchandises. CN Rail se verrait dans l'impossibilité de transporter quatre millions de tonnes de marchandises par année comme il le fait présentement, ce qui aurait évidemment des conséquences sérieuses sur l'économie canadienne.

Afin de confronter d'une manière pratique les problèmes que la réglementation causerait au niveau de l'exploitation, le chemin de fer a indiquè qu'il devrait imposer des restrictions

QUESTIONNAIRE POUR LES MEMBRES CANADIENS

FRATERNITÉ DES SIGNALEURS DE CHEMINS DE FER

If you need a survey, write John Platt, 130 Slater St., Ottawa, Ont. K1P 5H6 and ask for one.

Cher confrère,

Nos contrats actuels avec les chemins de fer viennent à terme le 31 décembre 1981 et nous ferons le 1er octobre 1981 notre demande de négociation de nouveaux contrats.

Pour mieux vous représenter au cours de ces négociations, nous voulons établir une liste de vos priorités en matière de salaires et d'avantages. Nous sommes également intéressés à obtenir votre point de vue au sujet d'autres domaines touchant le fonctionnement de la Fraternité.

Nous vous demandons par conséquent de bien vouloir répondre aux questions qui suivent et de poster le formulaire dans l'enveloppe ci-jointe dans les plus brefs délais.

John E. Platt,
Vice-président

R.E. McCaughan,
General Chairman

A.G. Cunningham,
General Chairman

concernant le transport de toutes les marchandises dangereuses.

Ron Lawless, président de CN Rail, a déclaré qu'à la suite d'un déraillement survenu à MacGregor (Manitoba) l'année dernière, la Commission canadienne des transports avait exigé du chemin de fer qu'il soumette, avant le ler avril, des recommandations précises relatives à la sécurité.

CN Rail a créé un groupe d'étude composé de délégués des industries et les organismes concernés, afin d'accomplir cette tâche.

«Nous sommes déçus que la Commission nous ait demandé de démontrer que ses directives ne pouvaient entrer en vigueur le 12 février, avant même que notre groupe d'étude — ou encore celui chargé par le ministère des Transports de faire des recommandations relatives au rapport Grange — ait eu la chance de terminer son travail.»

Why Heritage Day?

By *Pierre Berton*

In the early fall of 1979, the Heritage Canada Foundation launched an all-out campaign to try to make Heritage Day — the third Monday in February — a national holiday.

Nobody in the labour movement, I suspect, will quarrel with the idea of a midwinter holiday to help battle the February "blahs". But why Heritage Day? And why is a national charitable foundation, entrusted with the preservation of our built-up heritage, asking for a holiday?

Why, for that matter, should the labour movement give a hoot about heritage?

It's simple. Preservation is the wave of the future. And preservation is a labour-intensive industry.

We are nearing the end of the great post-war construction boom, which provided so many jobs. We are also seeing the bankruptcy of a philosophy, which held that once a building was written down on the company books, after a brief life of 30 years, it could be dispensed with and replaced by another.

We can no longer afford the luxury of that philosophy. Nor can we afford the enormous waste of energy and manpower that it involves.

It simply doesn't make sense to destroy a building — any building: church, warehouse, bank, railway station or private home — that is still structurally sound.

All over this country such buildings are being preserved. A church in Toronto becomes a haberdashery shop. A bank in Ottawa becomes a restaurant. A warehouse in Vancouver becomes part of a shopping complex. A railway station in Kleinburg becomes a Boy Scout headquarters.

The past lives on, giving our cities an historical texture, a feeling of continuity and, incidentally, providing new jobs for thousands of workmen.

Why a holiday?

Because the heritage will not come of age nor be taken seriously until we give it an official stamp of approval.

A holiday makes people sit up and take notice. It provides a chance for celebration — in this case the celebration of our history. For buildings are living history lessons. Thy tell us something about our roots. They remind us of who we are.

On July 1 we celebrate our political past. On Heritage Day we celebrate our built-up past — the cultural landscape that enriches our lives. And it is especially valuable because, unlike Canada Day, it falls during the school year when the youth of the nation can become involved.

That is why the Heritage Canada Foundation wants a holiday. Our job is to act as a catalyst to ensure that something from the past is saved. Surely we can take one day out of the year to drive that lesson home.

The Heritage Canada Foundation has been in operation seven years, has a million-dollar annual budget, a staff of twenty at its Ottawa headquarters, and a membership in excess of ten thousand, yet I'd guess that most people don't know who we are.

I can't blame them, since our name suggests government. It's almost a cliché these days: Parks Canada, Environment Canada, Transport Canada — there's no end to it.

Actually, we are in the tradition of such voluntary associations as the National Trusts of England, Scotland and the United States.

But if we called ourselves a National Trust, people would confuse us with the financial institution of the same name.

In spite of all this confusion and obscurity, I'm proud to say we've made an impression on the Canadian landscape since we came into operation seven years ago.

We've helped push through heritage legislation in most provinces so that it is easier to prevent buildings of value being bulldozed down.

We've invested fairly hefty sums — as much as a half a million dollars — in various conservation areas in major Canadian communities across the country: St. John's, Charlottetown, St. Andrews, Winnipeg, Strathcona, Dawson City.

We've acted as a catalyst to spark heritage preservation in Halifax, Montreal, Annapolis Royal, Ottawa and Vancouver.

We've launched a massive education campaign — a "university without walls" to train or re-train artisans, developers, and architects in the techniques of preservation.

We've been able to persuade local and provincial governments to save older buildings of merit.

CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

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SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

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BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements.

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We've published books, pamphlets and our own *Canadian Heritage* magazine. We are engaged in experimental pilot projects fo find new uses for old buildings, to preserve streetscapes, to engage the private sector in new forms of profit-making preservation, and — perhaps the most exciting project of all — the establishment of the world's first heritage park in Vancouver's west end.

Now we're trying to get the income tax act changed. It is hard to believe that it's cheaper, under our tax system, to tear down a building and put up a new one than it is to save it. The Heritage Canada Foundation doesn't believe we can afford that kind of tax structure.

We're also doing our best to make Heritage Day a holiday; if we succeed, I doubt if anyone will again be confused as to what we are and what we do.

Pierre Berton is Chairman of the Board of the Heritage Canada Foundation. His latest book is *The Invasion of Canada. 1812-1813.* Earlier titles include *Klondike, The National Dream* and *The Last Spike.*

(Further information on preserving this country's architectural heritage is available from: The Heritage Canada Foundation, P.O. Box 1358, Station "B", Ottawa, Ontario, K1P 5R4).

This article was reprinted from the February 1981 issue of *Canadian Labour.*

Pourquoi une Fête du patrimoine?

Par Pierre Berton

En automne 1979, la Fondation canadienne pour la protection du patrimoine lançait une vaste campagne visant à faire de la Fête du patrimoine — troisième lundi de février — une fête nationale.

Je doute que quiconque dans le mouvement syndical s'opposerait à l'idée d'un congé en plein hiver, aidant à chasser le cafard de février. Mais pourquoi une Fête du patrimoine? Et pourquoi une fondation nationale de charité, chargée de préserver le patrimoine accumulé à travers les âges, rèclamerait-elle un jour de congé?

De toute façon, pourquoi le mouvement syndical devrait-il porter le moindre intérêt au patrimoine?

C'est bien simple. La conservation est dans le vent. De plus, c'est une industrie à main-d'oeuvre.

Nous approchons de la fin de la grande vague de construction d'après-guerre, qui a créé tant d'emplois. Nous sommes en outre témoins de la faillite de la philosophie selon laquelle un immeuble n'avait plus d'utilité et pouvait être remplacé par un autre, dès qu'il avait été amorti dans les comptes d'une entreprise après 30 courtes années.

Nous ne pouvons plus nous permettre un tel luxe, ni l'énorme gaspillage d'énergie et de main-d'oeuvre qu'il engendre.

Il est tout simplement insensé de détruire un immeuble — peu importe qu'il s'agisse d'une église, d'un entrepôt, d'u e banque, d'une gare ou d'une maison familiale — tant qu'il est encore solide.

Tout à travers le pays, on conserve ce genre d'immeubles. Une église à Toronto devient un magasin de vêtements. Une banque à Ottawa devient un restaurant. Une gare à Kleinburg devient le quartier général des scouts. Et un entrepôt à Vancouver se métamorphose en un centre commercial.

Le passé reste en vie, donnant à nos villes une trame historique, un air de continuité, sans compter les emplois qu'il fournit à des milliers d'ouvriers.

Mais pourquoi en faire une fête?

Parce que le mouvement du patrimoine ne sera adulte et respectable que quand il aura reçu notre sceau officiel d'approbation.

Une fête, ça vous réveille, ça attire l'attention. Ça nous donne l'occasion de célébrer — en l'occurrence notre histoire. Car un immeuble, c'est de l'histoire vivante. Ça nous rappelle nos origines, notre identité.

Le ler juillet, nous célébrons notre passé politique. Le jour de la Fête du patrimoine, nous célébrons ce que j'appellarais notre passé composé, le panorama culturel qui enrichit nos vies. La Fête du patrimoine est d'autant plus à propos que, à l'encontre de la Fête du Canada, elle tombe pendant l'année scolaire, à une époque où la jeunesse canadienne peut effectivement participer.

Voilà pourquoi la Fondation canadienne pour la protection du patrimoine propose une fête officielle. Nous voulons faire fonction de catalyseur, afin de nous assurer que quelque chose reste de notre passé. Cela vaut bien le sacrifice d'une journée dans l'année pour marquer cette occasion!

Get a withdrawal card from your recording & financial secretary when leaving the Brotherhood due to resignation, furlough or dismissal.

La Fondation canadienne pour la protection du patrimoine existe depuis sept ans. Elle dispose d'un budget annuel d'un million de dollars, d'un personnel de 20 personnes à son siège social d'Ottawa et de plus de 10,000 adhérents. Et, pourtant, bien peu de gens nous connaissent.

Malgré cette relative obscurité,

j'affirme avec fierté que nous avons fait notre marque sur la société canadienne, depuis nos sept années d'existence.

Nous avons contribué à l'adoption de lois sur le patrimoine dans la plupart des provinces, rendant plus difficile la destruction d'immeubles qui méritent d'être conservés.

Nous avons investi des sommes considérables — jusqu'à un demi million de dollars — dans une variété de régions de conservation dans nombre de villes tout à travers le Canada: Saint-Jean (T.-N.), Charlottetown, St-Andrews, Winnipeg, Strathcona, Dawson City.

Nous avons servi de catalyseur pour la conservation du patrimoine à Halifax, Montréal, Annapolis Royale, Ottawa et Vancouver.

Nous avons lancè une campagne massive d'éducation — une "université sans murs" — pour former ou recycler artisans, lotisseurs et architectes dans les techniques de la conservation.

Nous avons réussi à persuader des municipalités et des gouvernements provinciaux à sauver des immeubles qui en valaient la peine.

Nous avons publié des livres, des brochures et notre propre revue *Patrimoine,* nous effectuons des projets pilotes expérimentaux visant à trouver de nouveaux usages aux vieux immeubles, à conserver l'aspect des quartiers, à encourager le secteur privé à adopter de nouvelles formules de conservation tout en faisant des bénéfices et, ce qui est peut-être le projet le plus passionnant de tous, l'établissement du premier parc patrimoine au monde, à Vancouver.

Nous essayons maintenant de faire apporter des modifications à la loi de l'impôt sur le revenu. Vous ne le croirez peut-être pas, mais, en vertu de notre régime fiscal actuel, il est moins cher de détruire un immeuble et de le remplacer par un nouveau, que de le sauver. La Fondation canadienne pour la protection du patrimoine estime que nous ne pouvons pas nous permettre ce genre de régime fiscal.

Enfin, nous faisons de notre mieux pour faire de la Fête du patrimoine un jour de congé. En cas de réussite, je doute qu'il reste quelqu'un qui ne sache plus qui nous sommes et ce que nous faisons.

Pierre Berton, un écrivain de renom, est président du conseil d'administration de la Fondation canadienne pour la protection du patrimoine. Parmi ses oeuvres, citons *La nouvelle frontière, Les jumelles Dionne et leur époque,* et *Le grand défi.*

(Pour en savoir davantage sur les moyens de conserver le patrimoine architectural de notre pays, prière de s'adresser à la Fondation canadienne pour la protection du patrimoine, C.P. 1358, Station "B", Ottawa, Ont. K1P 5R4).

This article is reprinted from *Travailleur Canadien,* Febrier 1981.

Get a withdrawal card from your recording & financial secretary when leaving the Brotherhood due to resignation, furlough or dismissal.

When you move, notify Grand Lodge of your new address.

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News From Washington

By Richard J. Calistri

The headlines these days are pretty scary, especially for rail workers. They tell a story of future shock; layoffs in the rail industry mounting into the thousands; a ripple effect throughout rail-oriented communities which could mean hard times ahead for thousands of others; widespread layoffs in industries which supply the rail industry; the decimation of the railroad retirement system.

It's enough to make you think that somebody's out to get you! Well, the fact of the matter is very simple: Somebody is out to get you, and all American workers, through a vicious attack on the entire labor movement. When a publication as much on the side of big business as BUSINESS WEEK makes such an admission, then you can pretty well bet that it is true.

In a recent issue, BUSINESS WEEK said that the National Right to Work Committee (or, as we in the labor movement call it, the National Right to Work for Less Committee) "and its allies in the new republican Senate" is launching a legislative drive which goes for overkill of the trade union movement.

On the surface, what the R-t-W people and their allies in Congress are aiming for seems innocuous enough — a bill to make it a violation of federal law to commit violence on a picket line or in other labor disputes. Now that seems innocent enough, doesn't it? No one likes violence in any labor dispute, and workers despise it most of all.

But as every man and woman who has ever walked a picket line knows, violence on the picket line or in a labor dispute generally is not instigated by union members. It generally is instigated by management, through the use of goons and scabs, and generally it is put at the door of labor.

And any law sponsored by the Right-to-Work people, you can bet your last cent on, is a law against workers and against unions and against the free collective bargaining system.

BUSINESS WEEK points out that the effect of such a law on union strike activity could be considerable. Says the magazine:

"All union members and employers, of course, are subject to state and local assault and property destruction laws. In addition the federal government can use the National Labor Relations Act to ask the courts to enjoin labor violence. The proposed amendment (law) would make unions weigh more carefully the consequences of putting members in the admittedly emotional setting of picket lines. This would lessen the freedom unions currently have to pursue contract strikes. It could also affect organizing campaigns where picketing occurs, as frequently happens in construction.

"At the same time, even management lawyers conceded the amendment (the proposed law) would not restrain employers who commit violence against union members when that violence does not involve extortion."

In other words, management goons could attack pickets with impunity but pickets who try to protect themselves by fighting back could end up in jail.

Who would support such a law? It is currently being pushed by Senator Strom Thurmond (R., S.C.), chairman of the Senate Judiciary Committee. He introduced the measure. It is also being pushed by Senator Orrin G. Hatch (R., Utah), chairman of the Senate Labor Committee. It is being supported by representatives from a number of so-called right-to-work states — there are 20 of them — which outlaw union shop provisions in labor contracts.

The magazine reports that union opponents of the bill are aware that they are in for a bitter legislative battle as several business groups, including the U.S. Chamber of Commerce, begins moving cautiously on the issue.

The R-t-W Committee is drumming up support for its position by using a 30-minute film which the AFL-CIO has called "scurrilous." The film, called "Scepter of Violence," purports to tell the story of several instances of actual labor violence. But the AFL-CIO is warning TV stations that use of this film will lead the federation to insist on equal time or to file lawsuits against the station.

After reading all of this, it makes you wonder if the Reagan budget cuts — so many of which seem aimed exclusively at working men and women — are really an attempt to kill inflation or part of a plan to kill the labor movement.

The state of Ohio keeps moving forward with plans to link major cities with a high-speed rail system. Coming up on the November ballot will be a one-cent sales tax to finance the project. The tax, if passed, would provide about $500 million a year to get the project rolling.

Crisis-ridden Long Island Railroad, with problems you wouldn't believe, decided to play it for laughs recently. When commuters moved into the New York's Penn Station for the nightly hassle home, a group of 10 white-faced clowns turned up to entertain them.

An electric utility company is suing the government, claiming that some provisions of the Stagger Rail Act of 1980 are unconstitutional.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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Norris W. Tingle
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1900 Fifth Ave., North
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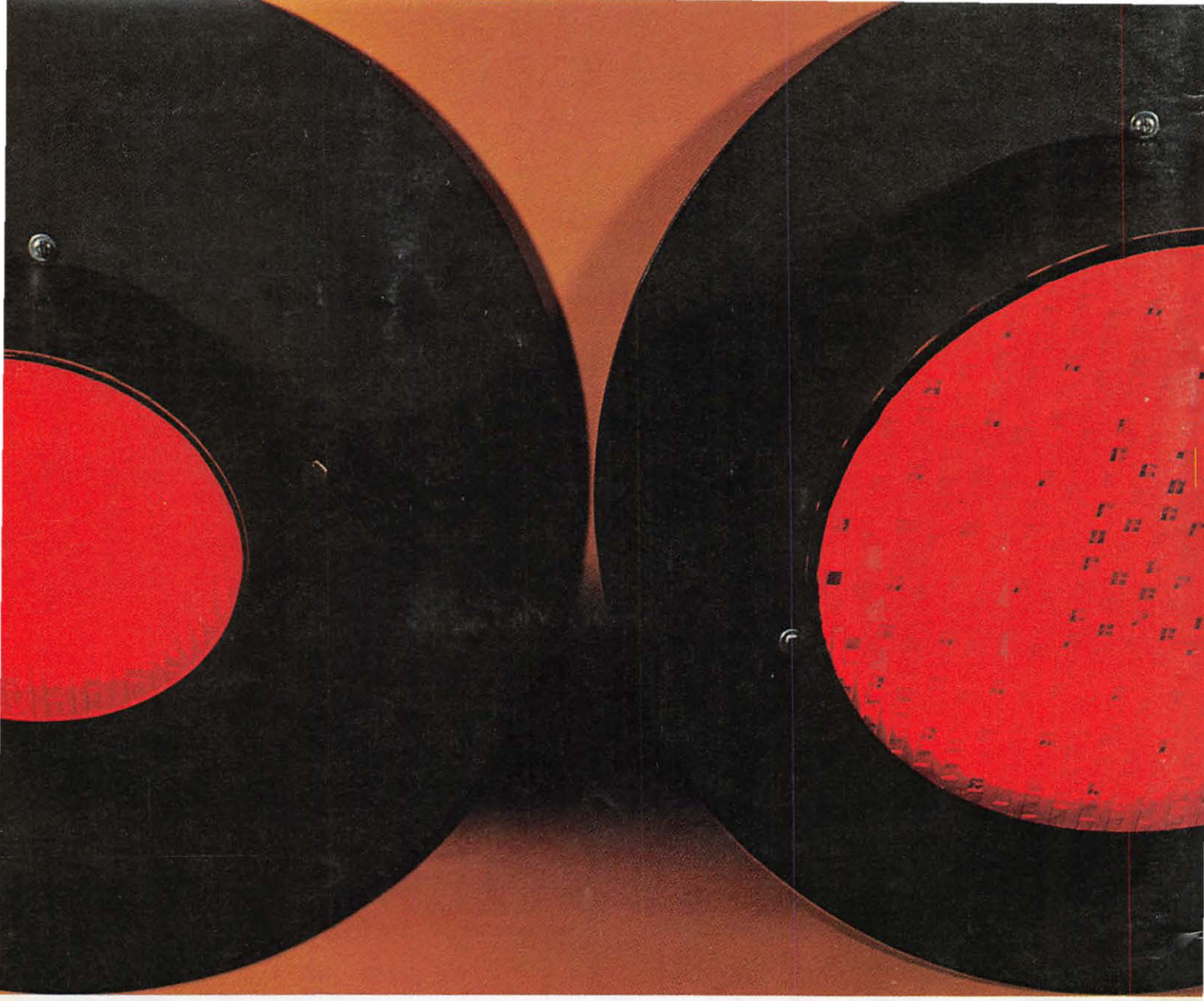

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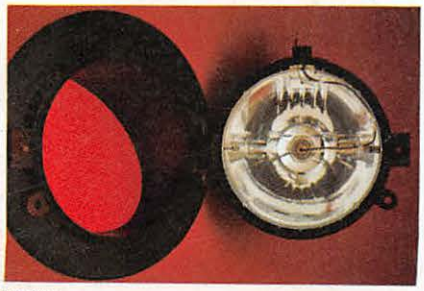

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